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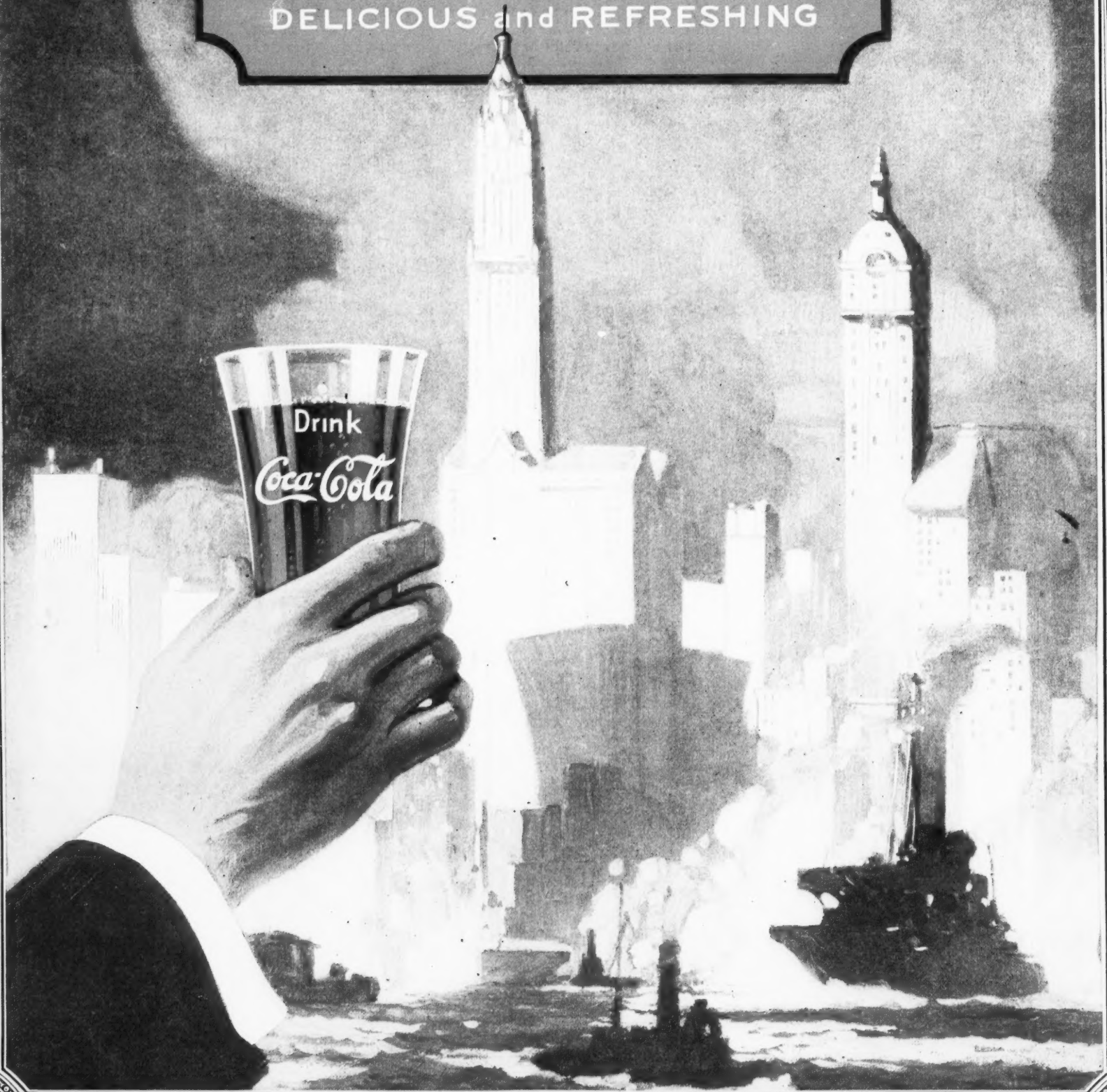
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# How I Raised My Earnings from \$30 to \$1000 a week

## *The Story of a Young Man's Remarkable Rise, as Told by Himself*

THREE years ago I was earning \$30 per week. With a wife and two children to support it was a constant struggle to make both ends meet. We saved very little, and that only by sacrificing things we really needed. Today my earnings average a thousand dollars weekly. I own two automobiles. My children go to private schools. I have just purchased, for cash, a \$25,000 home. I go hunting, fishing, motoring, traveling, whenever I care to, and I do less work than ever before.

What I have done, anyone can do—for I am only an average man. I have never gone to college, my education is limited, and I am not "brilliant" by any means. I personally know at least a hundred men who are better business men than I, who are better educated, who are better informed on hundreds of subjects, and who have much better ideas than I ever had. Yet not one of them approaches my earnings. I mention this merely to show that earning capacity is not governed by the extent of a man's education and to convince my readers that there is only *one* reason for my success—a reason I will give herein.

One day, a few years ago, I began to "take stock" of myself. I found that, like most other men, I had energy, ambition, determination. Yet in spite of these assets, for some reason or other I drifted along without getting anywhere. My lack of education bothered me, and I had thought seriously of making further sacrifices in order to better equip myself to earn more. Then I read somewhere that but few *millionaires* ever went to college. Edison, Rockefeller, Hill, Schwab, Carnegie—not one of them had any more schooling than I had.

One day something happened that woke me up to what was wrong with me. It was necessary for me to make a decision on a matter which was of no great consequence. I knew in my heart what was the right thing to do, but something held me back. I said one thing, then another; I decided one way, then another. I couldn't for the life of me make the decision I knew was right.

I lay awake most of that night thinking about the matter—not because it was of any great importance in itself, but because I was beginning to discover myself. Along towards dawn I resolved to try an experiment. I decided to cultivate my will power, believing that if I did this I would not hesitate about making decisions—that when I had an idea I would have sufficient confidence in myself to put it "over"—that I would not be "afraid" of myself, or of things or of others. I felt that if I could smash my ideas across I would soon make my presence felt. I knew that heretofore I had always begged for success—had always stood, hat in hand, depending on others to "give" me the things I desired. In short, I was controlled by the will of others. Henceforth, I determined to have a strong will of my own—to demand and command what I wanted.

But how shall I begin? What shall I do first? It was easy enough for me to determine to do

things—I had "determined" many times before. But this was a question of will power, and I made up my mind that the first step was to muster up enough of my own will power to stick to and carry out my determination.

With this new purpose in mind I applied myself to finding out something more about will power. I was sure that other men must have studied the subject, and the results of their experience would doubtless be of great value to me in understanding the workings of my own will. So, with a directness of purpose that I had scarcely known before, I began my search.

The results at first were discouraging. While a good deal had been written about the memory and other faculties of the brain, I could find nothing that offered any help to me in acquiring the new power that I had hoped might be possible.

But a little later in my investigation I encountered the works of Prof. Frank Channing Haddock. To my amazement and delight I discovered that this eminent scientist, whose name ranks with James, Bergson and Royce, had just completed the most thorough and constructive study of will power ever made. I was astonished to read his statement, "The will is just as susceptible of development as the muscles of the body!" My question was answered! Eagerly I read further—how Prof. Haddock had devoted twenty years to this study—how he had so completely mastered it that he was actually able to set down the very exercises by which anyone could develop the will, making it a bigger, stronger force each day, simply through an easy, progressive course of Training.

It is almost needless to say that I at once began to practice the exercises formulated by Prof. Haddock. And I need not recount the extraordinary results that I obtained almost from the first day. I have already indicated the success that my developed power of will has made for me.

But it may be thought that my case is exceptional. Let me again assure you that I am but an average man, with no super-developed powers, save that of my will. And to further prove my contention let me cite one or two instances I have since come across, which seem to show conclusively that an indomitable will can be developed by anyone.

One case that comes to my mind is that of a young man who worked in a big factory. He was bright and willing, but seemed to get nowhere. Finally he took up the study of will training, at the suggestion of Mr. W. M. Taylor, the famous efficiency expert, and in less than a year his salary was increased 800%. Then there is the case of C. D. Van Vechten, General Agent of the Northwestern Life Insurance Company, Cedar Rapids, Iowa. Just a short time after receiving the methods in will development suggested by Prof. Haddock, he felt that they would be worth from \$3,000 to \$30,000 to him.

Another man, Dr. H. D. Ferguson, residing in Hot Springs, Ark., increased his earnings from \$40 a week to \$150 a week in a remarkably short space

of time after he began the study of will training. These are but a few—there are many other equally amazing examples which I personally know about. And aside from the financial gain, this training has enabled thousands to overcome drink and other vices almost overnight—has helped overcome sickness and nervousness, has transformed unhappy, envious, discontented people into dominating personalities filled with the joy of living.

Prof. Haddock's lessons, rules and exercises in will training have recently been compiled and published in book form by the Pelton Publishing Co., of Meriden, Conn. Mr. Pelton has authorized me to say that any reader who cares to examine the book may do so without sending any money in advance. In other words, if after a week's reading you do not feel that this book is worth \$3.50, the sum asked, return it and you will owe nothing. When you receive your copy for examination I suggest that you first read the articles on: the law of great thinking; how to develop analytical power; how to perfectly concentrate on any subject; how to guard against errors in thought; how to drive from the mind unwelcome thoughts; how to develop fearlessness; how to use the mind in sickness; how to acquire a dominating personality.

Some few doubters will scoff at the idea of will power being the fountainhead of wealth, position and everything we are striving for, and some may say that no mere book can teach the development of the will. But the great mass of intelligent men and women will at least investigate for themselves by sending for the book at the publisher's risk. I am sure that any book that has done for me—and for thousands of others—what "Power of Will" has done—is well worth investigating. It is interesting to note that among the 400,000 owners who have read, used and praised "Power of Will," are such prominent men as Supreme Court Justice Parker; Wu Ting Fang, Ex-U. S. Chinese Ambassador; Gov. McKelvie of Nebraska; Assistant Postmaster-General Britt; General Manager Christeson, of Wells-Fargo Express Co.; E. St. Elmo Lewis; Senator Arthur Capper of Kansas; E. T. Meredith, Secy. of Agriculture, and thousands of others.

As a first step in will training, I would suggest immediate action in this matter before you. It is not even necessary to write a letter. Use the form below, if you prefer, addressing it to the Pelton Publishing Company, 47-H Wilcox Block, Meriden, Conn., and the book will come by return mail. This one act may mean the turning point of your life, as it has meant to me and to so many others.

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# Leslie's Illustrated Weekly Newspaper

JOHN A. SLEICHER

Editor-in-Chief

SIDNEY R. COOK, Managing Editor

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

ESTABLISHED DECEMBER 15, 1855

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## What Ails Our Merchant Marine?

*It Is Easy to Make Money as a Ship-Owner, and It Is Also Easy to Lose It Through Ignorance of Marine Methods, Which Causes One to Be Discriminated Against, Lied to and Cheated in All the Seven Seas*

By PAXTON HIBBEN

Drawings by VERNON HOWE BAILEY

EDITOR'S NOTE—In order that the matter herein set forth might be based upon facts studied at first hand and not merely upon conjecture, the author shipped as a member of the crew both on Shipping Board and on privately owned American freight vessels. In his study of the shipping problem he visited Batoum, Novorossisk, Constantinople, Smyrna, Kavalla, Trebizonde, Samsoun, Saloniki, Naples, Tangier, Oran, Seville and many other centers. His conclusions are based on what he actually saw. That they are worthy of consideration is attested by the fact that Mr. Hibben was for seven years a member of the United States diplomatic service, for four years a war correspondent in Europe, and, during this country's participation in the war, an officer in the American army.

THIS is not an article of interest only to shippers, ship-owners and exporters. It hits everybody. And this is why:

It may be taken as an axiom that the greater the quantity of production, the less the cost per article. The salary of the third vice-president is less per sock when divided up among a million pairs of socks than when distributed only among a hundred thousand pairs. That is clear. Consequently, the less the production, the smaller the proportion of the population employed in labor, therefore the fewer the number able to buy things, and consequently the more restricted the market and so the higher the cost per article—and so on, around and around the circle. On the other hand, if your market is unlimited, your production can be proportionately greater, you can employ more labor which, being now in demand and no longer in excess, can earn more money and so buy more things which, on account of increased production, cost less—just like the house that Jack built.

### Our Rivals Won't Help

But—and here is the crux of the matter—when your market exceeds the confines of the United States and Canada, you have to send your products to markets in ships. And while the fellow who wants your grain to make his bread, your coal to feed his furnaces, or your cotton to manufacture into cloth for him to sell, is more than willing to carry these things to his shores in his own ships, he is by no means anxious to carry your cotton cloth, your hardware or your machinery to the ends of the earth to be sold in competition with his own manufactured products.

So then, the way to bring down the price of cotton goods in the United States for example

is not to lower the wages—that only contracts the market and so raises the price—but to expand the market by making it possible for the manufacturer to turn out more cotton goods, because he has more people to sell cotton goods to. And the best way to find a lot more people to sell cotton goods to is to locate a country where people wear cotton goods, but don't make them—

which country is obviously not the United States—and send your goods there. But—and here is where it becomes plain that ships interest everybody—if you have to send your cotton goods to Brazil or China or the Black Sea in your competitors' ships, you may count upon it that his goods are going to get there more cheaply and more surely than yours. So that instead of being able to decrease the retail price of cotton goods at home, on account of the increase of production and so the lowering of cost per article, this margin is going to be eaten up by a tax levied by your competitors in the markets of the world—a tax in the shape of water freights.

If you don't believe it ask any market-gardener you know how rich he thinks he would get by sending his garden truck to market in the wagons of his rival market-gardener across the road.

It now being clear that the question of merchant shipping touches every man, woman and child of us by its potential effect on the cost of living not in Kamchatka but right here in the United States, let us get back to our question: Can we swing a merchant marine?

Answer No. 1, the obvious: Of course we can—we can swing anything.

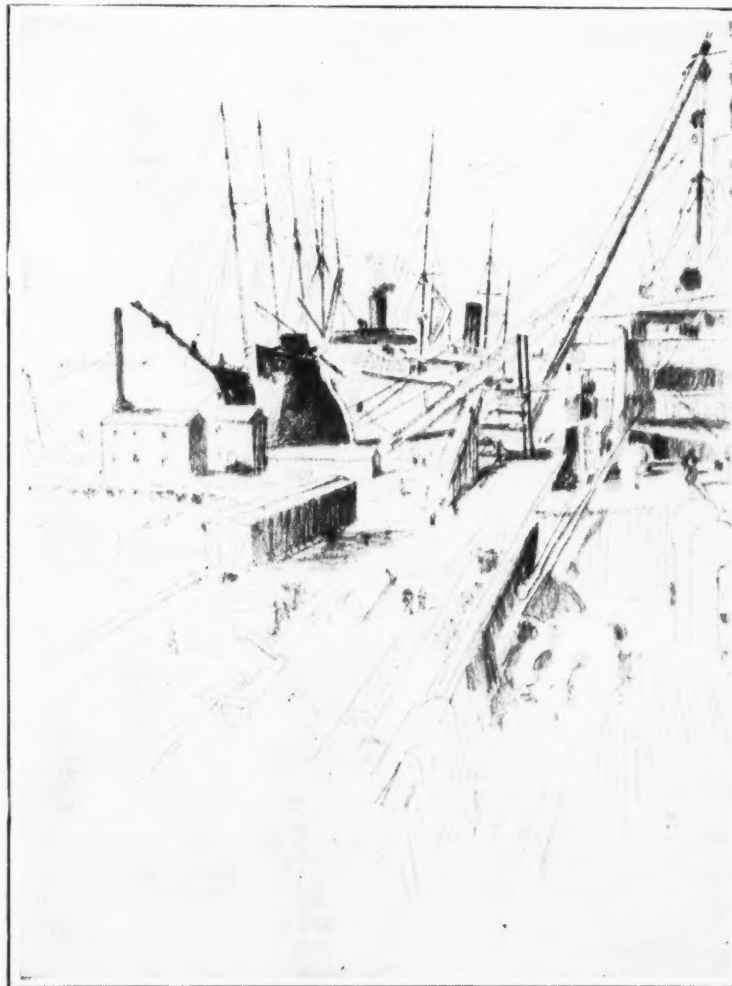
And yet that is not true. We can do anything. But we are a practical people, and we do not like to do anything which is unprofitable, needless, or vain. If then, it should develop, after a year or two of trial, that merchant shipping does not pay as a business—the American flag will disappear from the seas as suddenly as it has lately made its appearance.

Our question must therefore be put in another form: Does merchant shipping pay, and if not, why not?

### Ships Pay, If—

My first impression when I began frequenting the water fronts of foreign ports—harbor masters, dry docks, ship-chandlers, lighters, water and fuel supply companies—all the buccaneer crew of modern times who fatten off the man who goes to sea—was that the ship-owners could not possibly make money. It seemed to me that in no business is there such waste, extravagance, barefaced graft and exploitation of dire necessity as in the shipping business. Nevertheless, while this is all true, there is money and big money in shipping, if carefully conducted on an adequate scale.

Take an example. An 8,000-ton cargo steamer from New York, to Genoa say, carries freight at \$12 per ton—\$96,000 in freights. It costs roughly \$1200 per day to



"The question of merchant shipping touches every man, woman and child of us by its effect on the cost of living."

operate her and -forty-two days to make the round trip—that is \$50,000.40. If she gets no return cargo at all (and at present, owing to war conditions in the European countries, return cargoes are hard to find) she has a margin of \$45,600 profit per voyage—not counting overhead or insurance, of course. With eight voyages a year that is \$364,800 margin of gross profit on one-way cargoes alone. This ship cost about \$150,000 to build before the war. In six months, then, with ordinary luck and no accidents, the ship has paid for herself at present freight rates—and all the rest is velvet. As an investment, it looks like a gold mine.

But like all other seemingly good things, the risk is also very great. From the moment a ship is put into commission, the costs of its operation and its maintenance and insurance are an increasing charge against its earning capacity. Of course insurance covers the loss of the ship or any such accidents as collision, damage from storm, or running the ship on a rock. But what insurance does not cover is the loss of business while the ship is laid up for repairs, or is waiting on cargoes, or is delayed by accidents of one sort and another, by gales or by heavy seas.

A ship starts out on a voyage to Genoa which normally should take 42 days. She has an accident which forces her to put into Gibraltar for temporary repairs. The salary of the officers, the wages of the crew, meals and other current expenses run right along. Unless the kind of insurance she carries covers these items as well as the cost of repairs, her voyage, owing to the accident, takes 60 days instead of 42, and costs the owners \$108,000 while the gross receipts are only \$96,000. Instead of making \$45,600 on the voyage, this ship has actually lost in cash that must be paid out \$12,000. On the other hand, even

if the insurance covers all cost of maintenance while the vessel is in the hands of the surveyors, it is plain that the ship has lost the profits of a voyage which she might have been making while she was in dry dock; and that when she arrives in New York and has to be overhauled and repaired permanently—a matter of another three weeks

and sent upon her way without wait, and if she be not delayed unduly in her voyage by little mishaps to machinery and equipment that are so frequent, there is money in shipping. Unless these two elements are favorable, there is not only no possibility of profit but rather great loss in shipowning.

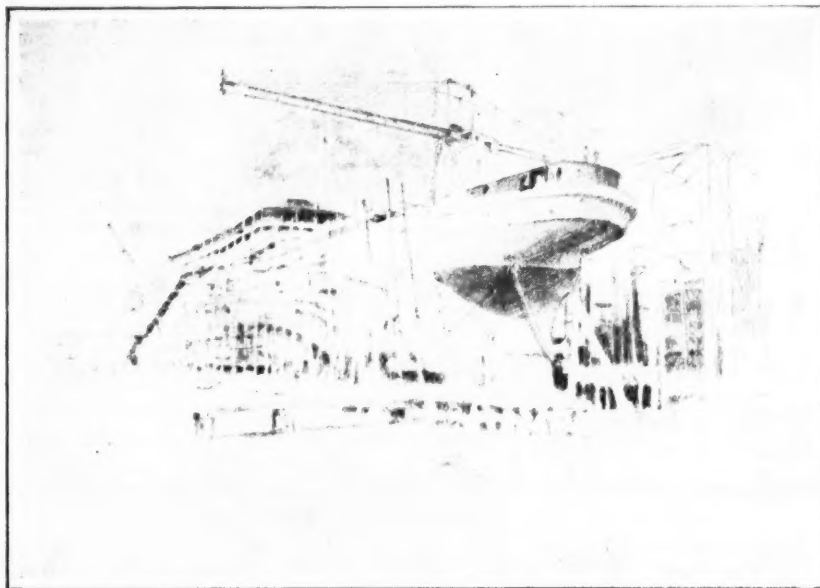
If our merchant shipping is to be a success, then, these two things must be looked after in a systematic, organized way. Let us take the matter of cargoes first.

Of course there are certain classes of ships now under the American flag whose freights are always assured—colliers, oil tankers, and ships operating in specialized trades like those of the United Fruit Co. or the American Tobacco Co. These in no sense constitute a merchant marine as we are considering it. They will continue in their particular lines, whatever happens. If our shipping laws do not suit their owners, their registry will be changed and they will fly the British, Greek or Norwegian flag as interest may dictate.

But for the carrier of general cargoes the problem is a very different one. In the first place, as the world's shipping gradually recovers from the submarine campaign, ocean freight rates are likely to go down. Instead of \$12 per ton from New York to Genoa, the rate is more apt to be \$6 per ton. At that rate, our 8000-ton ship cannot make money on one-way freights—there will have to be return cargoes. How are they to be secured?

Obviously, a ship cannot arrive at Batoum, for example, without previous warning, and expect to find a nice cargo all piled up on the dock waiting to be taken to the United States. I know an American ship that carried a cargo of arms and ammunition to

*Continued on page 466*



Drawn by Vernon Howe Bailey  
"This ship cost about \$150,000 to build before the war."

out of commission—she will have lost very nearly two voyages, or some \$60,000 in profits.

For there are just two vital factors in the shipping game: cargoes and time. If a ship have cargoes constantly ready for her, so that she may be loaded at once

# The Open Shop in Seattle and Elsewhere

By CHARLES AUBREY EATON

SEATTLE is going to put itself upon an open shop basis. This statement from a prominent citizen of that interesting city raises a question much broader than appears upon the surface. Why does Seattle, which has been the great stronghold of unionism, turn away from that method of handling the labor question to adopt something quite different? Has unionism failed in Seattle? If so, why? What reason have the citizens of Seattle to believe that the open shop will constitute an improvement on the old-time condition?

The history of the American labor union is simply the shadow of developing financial organization. As the employers changed from human beings to corporations without a soul, and, very often, apparently without any brains so far as labor is concerned, the working people were resistlessly drawn into an opposite and antagonistic camp. The chief cause of unionism in this country has been the shortsightedness, selfishness and downright stupidity of men who, in other ways, gave every indication of intelligence and size. When capital piled up on one side of the ship, labor piled up on the other. The individual found himself unable to cope with a great impersonal employing corporation. He could only reach approximate equality by bringing with him an immense number of his fellows, and thus was developed in place of the old human relationships in industry, a great, implacable, impersonal, and inhuman struggle between two gigantic organizations.

## Labor's Hunger for Power

It speaks eloquently for the fundamental character of American life, that unionism is still a comparatively small segment of our total industrial forces. Everywhere throughout the country the open shop flourishes and everywhere the principle of the closed shop is looked upon askance.

History has demonstrated over and over again that it is practically impossible for any recognized form of tyranny to perpetuate itself in this country. Sooner or later public opinion blasts a self-appointed despotism whether it be political, social, financial or industrial. A generation ago the people waked up to the fact that we had an attempted tyranny of money. Then followed a

costly and calamitous struggle, echoes of which may still be heard, but which long ago came to a definite issue. Political candidates and socialistic saviors to the contrary notwithstanding, the fact is that capital in this country today is a burden-bearer rather than a master.

During the War organized labor achieved a great position. And, like organized capital, it immediately developed human frailty. It could not stand prosperity. In a thousand ways it began to exhibit a hunger for power, and expressed this hunger in terms of tyranny as odious as anything we have ever known. Misused power is always bad for those who exercise it and it cannot be denied that there is a powerful antagonism throughout this country today towards the methods, attitude, and expressed purposes of the labor union. This in spite of the fact that the average American citizen recognizes that the labor union was an economic and social necessity in the days of its origin and development here.

## Arrogant Assumption of Authority

What violates the American sense of justice and desire for freedom is the assumption on the part of the union of powers and prerogatives which belong only to the general government of the country. For instance there stands upon the lower part of Manhattan Island, at this moment, a building in process of construction. It is as empty of human life as a tomb. The reason why no work is being done upon it is given out through the newspapers and has not been denied. The iron work now standing was put up by non-union laborers. The union has demanded that this be torn down and re-erected by the union. Meanwhile no one is permitted to work on the building.

This arrogant assumption of authority is absolutely un-American, and if persisted in will destroy itself. As an illustration of how the thing works out, let us go back to Seattle. More than in any other city, unionism as an industrial and social force has been tried out there. Possibly it might have gone on to a happy and successful solution of labor and industrial problems had the war not intervened. With the coming of war conditions, radicalism imported and home-grown, secured an undue influence in labor circles there. And after a time, not only the in-

dustries, but also the whole city, came under the shadow of labor tyranny.

The soviet strike of a year ago was a perfectly normal result of policies and principles imposed upon organized labor in Seattle by these revolutionary elements. Under that test Seattle demonstrated that it was still situated in the United States and proposed to remain as it had always been, an American City.

Failing in the general strike, a program of simultaneous strikes based upon absurd demands was adopted by the radical elements in organized labor. This policy shortly brought the city to a realization that unless it could get down to something like industrial sanity its wonderful progress would be permanently slowed down and its future discounted for generations to come.

Last fall the business men of Seattle decided that the time had come to take the bull by the horns. The first step was to organize the employers of the city. This organization is known as the Associated Industries of Seattle and now comprises several thousand members. It has behind it all civic and industrial organizations, such as the Chamber of Commerce, the Rotary Club, the Merchants Association, the Seattle Clearing House Association and others.

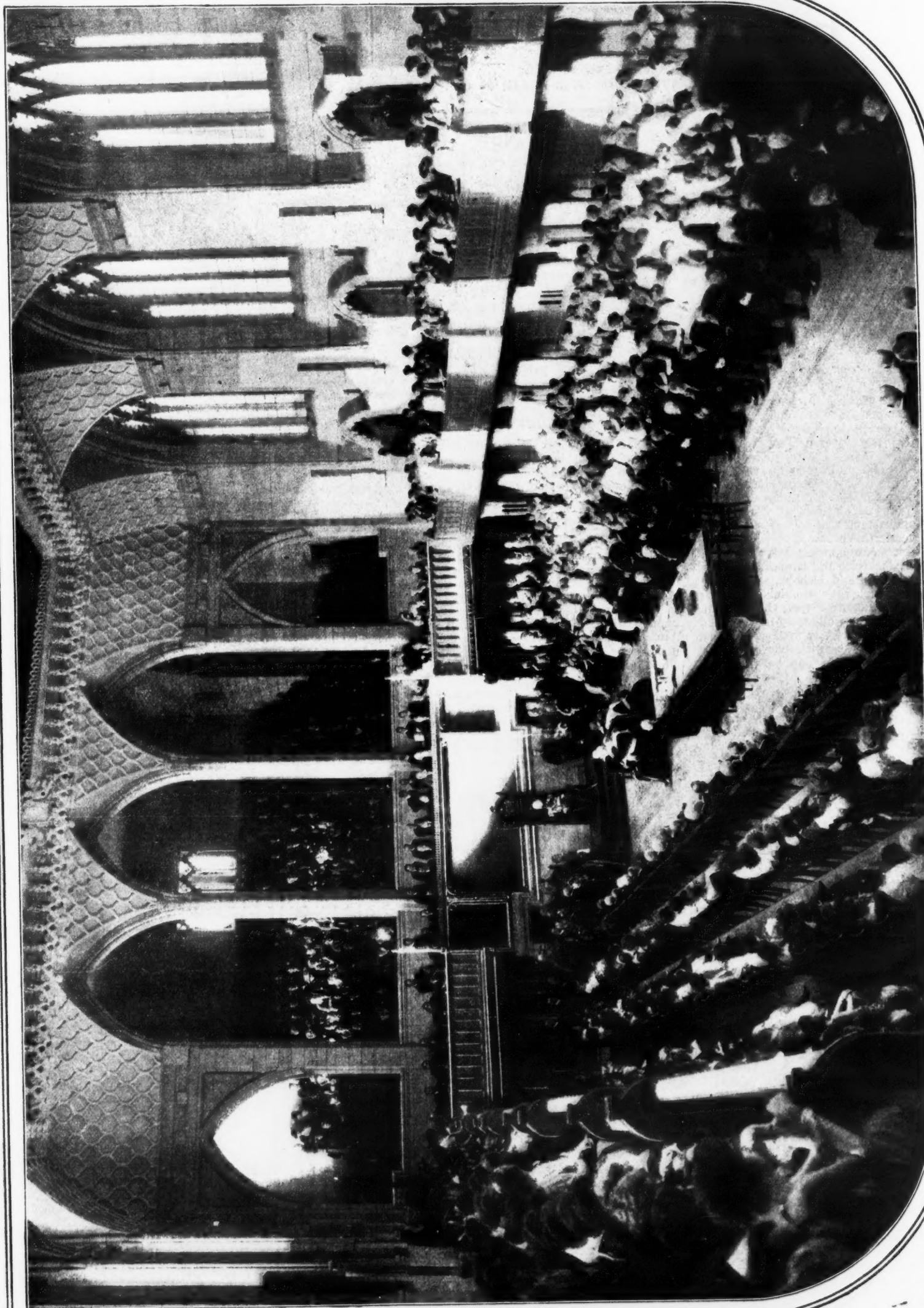
## The American Plan

This organization adopted principles and policies of industrial justice and American liberty upon which a successful fight could be waged. "The American Plan" is its slogan. This plan it describes as "employment in industry which means simply that every man be protected in his right to earn an honest living in return for honest work."

Under the American plan in Seattle no man is to be denied employment on account of religion, politics or affiliation or failure to affiliate with a labor union; or for any other reason than his inability or unwillingness to perform with reasonable efficiency the work he undertakes, as long as he conforms to the people's laws and does not seek to disorganize industry, and disrupt the government which guarantees his right to liberty and peaceful pursuit of his work.

*Concluded on page 465*





## Canada's Parliament Is Opened with Pre-War Splendor

The Duke of Devonshire, Canada's Governor-General, opening the Canadian Parliament with all the pomp of the days before the war in the House of Commons Chamber of the new Parliament buildings at Ottawa, which replace those destroyed by fire in 1916. The Governor-General, wearing his state uniform as Commander-in-Chief of the Dominion, is seen reading his speech from the throne. On the right of the throne are military officials, including General Sir Arthur Currie, late Commander of

the Canadian Corps in France and now Inspector-General. On the left are members of the Dominion Cabinet, headed by Sir George Foster, who is acting as Prime Minister in the absence of Sir Robert Borden. In front of the Governor-General are the judges of the Supreme Court of Canada, in their robes. The women seen on the floor of the House are Senators' wives, who are dressed in court gowns, according to custom. The reading of the speech from the throne is always a memorable event in Canada.

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# EDITORIAL

JOHN A. SLEICHER,  
Editor

"STAND BY THE FLAG: IN GOD WE TRUST"

CHARLES AUBREY EATON,  
Associate Editor

## The League—or Something Better

It is to be hoped that the American people are not so hopelessly befuddled over the League of Nations as their Government seems to be. If they are, then the "great and solemn referendum" proposed by Mr. Wilson will resolve itself into a great and solemn illustration of the blind leading the blind and both falling into the ditch.

The fact is that the American people just now are divided between disgust and disappointment over the way this vital matter has been handled in Washington, and shame and resentment because their country, through governmental bungling, has lost its opportunity to become a leader among the nations.

They are displeased with Mr. Wilson because he was not American enough and with the Senate because it tried to be too American.

The ordinary man, who has to regulate his daily life by ordinary common sense and simple principles of duty, wants his country to play the game according to the rules. He is ready and willing to have his Nation accept its full share of responsibility in the reconstruction of a broken world; and he can see no reason why, in doing this, we should abandon our national ideals and methods. He is more interested in facts and conditions than in theories. And he has sense enough to understand that no perfect plan can be devised by imperfect men.

While our statesmen are hopelessly floundering in a quagmire of futile bickering and bargaining, public opinion is crystallizing, and electors are preparing a little speech which they would like to have leave to print for the guidance of their Government.

It will run something as follows: Mr. President and Gentlemen of the Senate: In matters affecting the whole nation in its dealings with the whole world we expect you to be guided by national principles only, and not by personal pique or partisan interests.

Our Constitution provides that in these things you must work together. Then get together in counsel rather than conflict and take at least one step towards the discharge of our obligations to mankind. If you cannot master yourselves to this extent you will have to make room for men who can. This business has to be done. If it is beyond your powers to do it, we must find men of magnitude sufficient for the task.

We commend you for caution and we do not expect of you wisdom beyond other men. But we cannot permit you to do nothing. We admit that we ought not to do for others what they can do for themselves, nor can we help our neighbor out of a slough by jumping in ourselves. But we must join with the other nations in a united effort to rebuild the world. And we cannot do this without making real sacrifice.

If you have committed the proposed League of Nations to its final resting place then you must give us something to take its place. We can not make a choice between the League and nothing. If you conclude that the proposed League is too big to be practicable, then give us a chance to try a smaller one composed in the beginning of Great Britain, France, Italy and ourselves with an open door for others later on.

If you want a great and solemn referendum, let us have it now by itself. We have other matters to decide upon in the November "elections," and we must know what we are about and what you are about.

## Facing a New Order

By SENATOR HARDING of Ohio

*THERE will be no return to pre-war conditions in industry or commerce. For us the rutted paths of trade have been wiped out and new avenues await. Old industrial problems have been effaced. Capital and workmen are facing a new order. The large wage will abide—it has been the legacy of war since our republic began. If there comes with the larger compensation to workmen not only restored but also enhanced efficiency it will mark a splendid advancement. Without the added efficiency it will prove a backward step.*

## The Butcher of the Ages

THE decision of the Allied Supreme Council, not to oust the Turk from Constantinople and to permit the "decimation of Armenia" outrages the moral sense of the world. Fortunately, the decision is not irrevocable, and the storm of protest by religious circles and enlightened opinion in both England and the United States cannot be put aside. If he supposes this protest is based upon the traditional antagonism of the cross to the crescent, Premier Lloyd George makes a great mistake. This is not the ground for expelling the Turk from Europe. Five centuries of deceit, of corruption, of misgovernment, of persecution are back of the demand that the Turk must go. His persecution of Armenia the past five years is the most hellish page in the annals of the human race. Sealed today are all wells in the Christian sections of Armenia because packed with the bodies of murdered Christians—men, women and children. The whole history of the Turk in Europe has been a record of blight and destruction. Skillfully playing upon the greed and prejudices of Christian nations, he has kept his hold upon Constantinople, but during the war, the con-

viction crystallized that this butcher must be thrust back whence he came, and that his bloody hand should never again be permitted to rest on any subject race.

Mr. Lloyd George falls back upon the assertion, made by him in January, 1918, to reassure the Mohammedans of India, that the British Government was not fighting to deprive the Turks of Constantinople. Yet it was quite as generally understood among the Allied nations that the Turk would have to quit Constantinople, if the Allied armies were successful, as that Germany would have to quit Alsace-Lorraine. The second reason given is the fear of a Mohammedan uprising in India, since it had been announced there that the Turk would be left in Constantinople, even before the Council had formally reached that decision. Viscount Bryce says this Moslem peril is "overdrawn," while Lord Robert Cecil declares it to be "very greatly exaggerated." Viscount Bryce and Lord Robert probably have the more correct view, since there are but 66,000,000 Mohammedans in India compared with 217,000,000 Hindus, and most of the present unrest in India is among this larger group. The Mohammedans have played their hand well, and yielding to their threats on the part of the Council will be interpreted in true Oriental fashion as an indication of weakness and will be followed by other demands. Another reason, doubtless, for this uncalled-for leniency toward the Turk is Allied ownership of Ottoman securities, and the desire to protect them.

The proposed settlement is based upon expediency instead of justice, is a flagrant example of old-world diplomacy, and lends strength to the arguments of those who would have the United States wipe its hands of all European settlements. The decision to let the Turk stay in Constantinople and the unholy division of Armenian territory into four parts, of which Armenia is to get the least desirable part, should be reversed.

## The Plain Truth

ROUGE! Good work, boys. If mothers can't do anything to stop the powder and paint craze, why not let brothers try their hand at it. Denver (Col.) High School boys have denounced the follies of girl students who "doll themselves up" in drugstore complexions, and issued a warning that girls who appear in classroom attired like chorus beauties will be ostracized from social functions. Little in the way of correction can be expected of mothers so long as many of them are victims of the same habit. A feeling of pity naturally arises when women of sixty try to make the appearance of girls of sixteen, but pity is mingled with disgust when girls of sixteen spoil with rouge whatever freshness and beauty go with youth.

RELIEF! Next to the persecution of the Armenians by the Turks, none have suffered more than the intelligentsia of Russia at the hands of the Bolsheviks. Today they are suffering from hunger, disease and every form of privation in Siberia and neighboring countries to Russia. The lifting of the blockade will bring relief last of all to those who do not profess Bolshevism, yet it is these educated Russians who are the hope of Russia in the future. Appeal is made for these victims of Bolshevism to the people of this country through the American Central Committee for Russian Relief, Inc., with headquarters at the Buckingham Hotel, New York City. Princess Cantacuzene, granddaughter of U. S. Grant, is chairman of the board of directors.



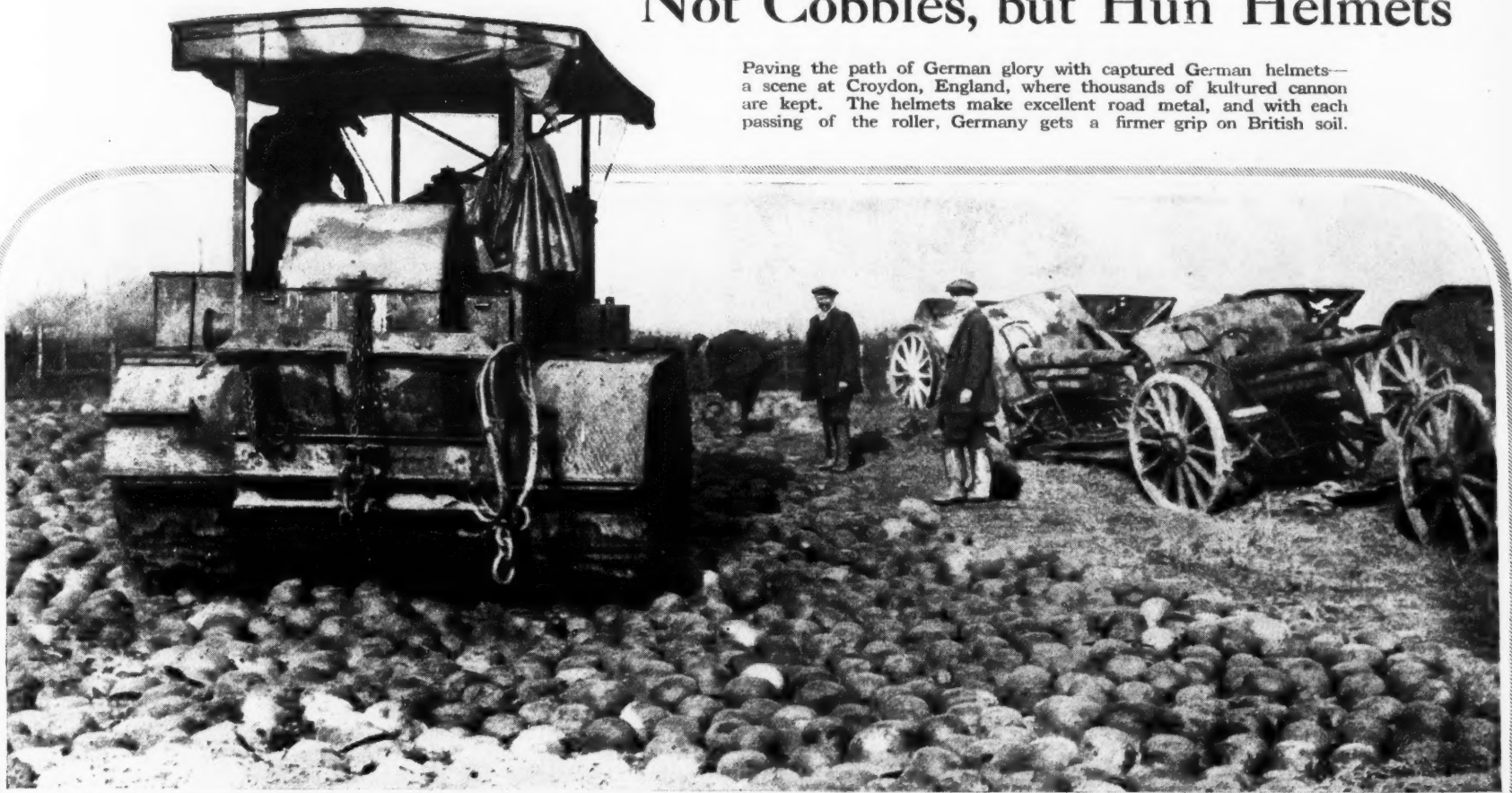
PAY DAY

Drawn by Walter de Maria



## Not Cobbles, but Hun Helmets

Paving the path of German glory with captured German helmets—a scene at Croydon, England, where thousands of captured German helmets are kept. The helmets make excellent road metal, and with each passing of the roller, Germany gets a firmer grip on British soil.



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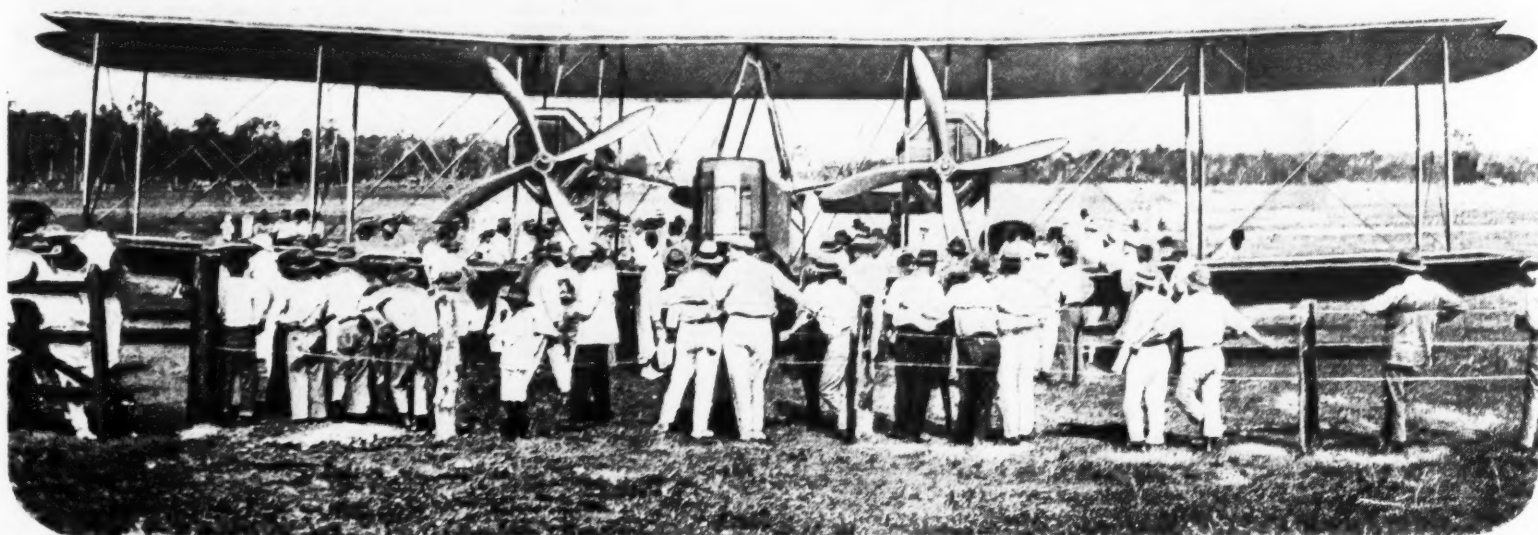
© KEYSTONE

Time, ablest of landscape architects, has made of Ragusa, on the Dalmatian coast, a masterpiece of beauty. Since the Middle Ages, however, Ragusa's history has been one of turbulence and changing

protectorates, the current chapter being the move to make it the capital of Slav Dalmatia and Yugoslavia's chief port. Captured by Napoleon in 1806, the city passed under Austrian domination in 1814.



## Pictorial Digest of the World's News



Sir Ross Smith's Vickers-Vimy-Rolls airplane being inspected by a crowd of interested residents of Port Darwin, Australia, the terminal point in the England-to-Australia race, won by Sir Ross. The distance traversed was about 11,500 miles.

### Some Great Feats

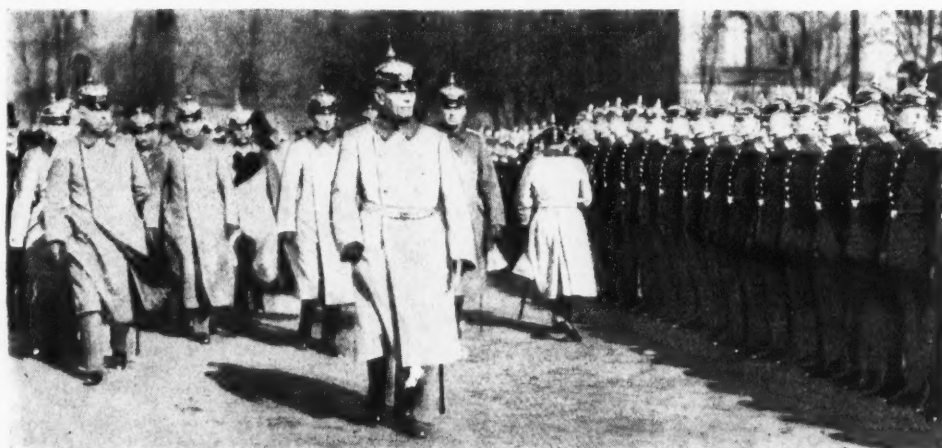
THE skeptics who have always scoffed at the idea that some day an intrepid flying man in a heavier-than-air machine will circle the globe are beginning to wonder if, after all, the accomplishment is so impossible as they had believed it to be. The Atlantic has been crossed—with comparatively little difficulty; the 11,500 miles lying between England and Australia have been traversed; and a flight that began at Cairo and ended at Cape Town has been completed. The feat of traversing the Atlantic was, quite naturally, enthusiastically hailed in this country; but toward the other remarkable feats the press of the United States has been rather strangely apathetic. To Sir Ross Smith (then Captain Smith) fell the honor of first reaching Australia in the great race. In a Vickers-Vimy-Rolls machine he made the last "jump" from Koepang, in the East India Islands, and landed at Port Darwin, where he received a most enthusiastic welcome from the residents, many of whom had never before seen an airplane. He was accompanied by his brother, Lieut. Keith Smith, and two mechanics. His route lay over as interesting country as an airman has ever traversed—especially during the last long lap when he flew over Kerachi, Delhi, Cawnpore, Allahabad, Calcutta, Rangoon, Singapore, Batavia and other far-famed Eastern cities. The Cairo-to-Cape Town race was won by Colonel Van Rynzold and Major Brand, who, after being wrecked in the machine they started in, completed the journey in a Voztrekker machine supplied by the Union of South Africa Government. Many aviation authorities in this country believe that the next great feat will be the crossing of the Pacific, for which plans are being made at the present time by the navy and various expert flyers. And quite naturally that would pave the way for the circling of the globe—the greatest feat possible.



Admiral Nicholas Horthy (mounted at right) with members of his staff reviewing the White army in Budapest. Horthy and his associates—the reactionary leaders—are proving worse pests than Bela Kun and his Bolsheviks.

### Concerning Hungary's Regent

THE lot of Hungary since the signing of the Armistice has been a most unhappy one. First, along came Bela Kun and his Red followers with a reign of terror that would have met with the approval of Lenin and Trotzky; and now Admiral Nicholas Horthy has come into power, bringing with him to the seats of the mighty a swarm of Counts and Barons and other reactionaries who, if the reports are to be credited, are ruling the country with an iron hand. The Hungarian middle class and the working men are suffering greatly under the Regent, who, it is rumored, has offered the throne (secretly but officially) to former Emperor Charles. The Emperor is at present residing in Switzerland. His acceptance of the offer would mean a return of the Hapsburgs to power, and, therefore, trouble with the Allied powers. Admiral Horthy has under him an army which has been recruited among the illiterate peasants and which is officered by Junker magnates. He recently proposed to "an Allied power" to raise an army of 100,000 Magyars, who would be completely armed and equipped by the Allied power in question and given a mandate to attack the Bolsheviks in Russia. His suggestion, needless to add, was disregarded.



The cadets of the last class at the Gross Litcherfelde Officers' Training School in Potsdam being inspected by General Ludendorff just previous to the permanent closing of the school. The Allies have decreed that no incubators for German militarists shall continue in existence, and many very famous institutions must go.

### The End of a Famous School

Owing to the fact that the Allies do not particularly care to see Germany creating officers who might be used in another war, they have decreed that all military training schools in Germany shall be closed. There are many such establishments in the turbulent land, and already many of them have ceased to exist. In Potsdam the closing exercises of the famous Gross Litcherfelde Officers' Training School, from which scores of the greatest leaders in the world have been graduated in days gone by, were attended by General Ludendorff, who gave the youngsters their final inspection.



## Pictorial Digest of the World's News



Czecho Slovak troops receiving a tremendous welcome while parading in Prague on their return from Siberia. Greatly outnumbered and facing every conceivable handicap, for a long time they kept Siberia free of Bolsheviki.

### Prague Welcomes Its Heroes

**H**ISTORIC Prague—the scene of so many great events in days gone by—has never been the setting for a greater event than the return of its hero army, composed of the men who have been opposing the advance of the Bolsheviki in Siberia. Of course there was a brilliant parade, and for days the city was busy entertaining the veterans. In ordinary days the feats performed by the tiny Czech force, reinforced by a few French legionnaires, would have furnished material for interminable columns in the newspapers, and the names of many of the heroes would have been famous wherever brave men are admired. So many other dramatic things were taking place, however, while they were in Siberia that the world came perilously near to overlooking them altogether.

### "The Man Who Would Be King"

**Q**UITE naturally ex-King Constantine does not particularly relish the idea of spending the remainder of his life without a kingdom to



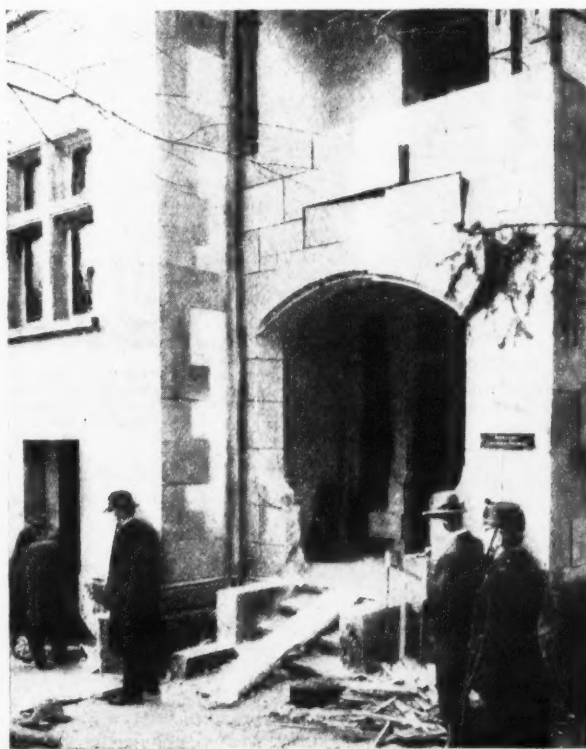
Henry Morgenthau, former United States Ambassador to Turkey, who has been selected by the President as Ambassador to Mexico.

### A Strong Man Goes to Mexico

**F**OR some time, owing to the sudden resignation of Henry P. Fletcher, this country has had no Ambassador in Mexico. At last, however, President Wilson has chosen Mr. Fletcher's successor, and as a result, provided the Senate does not fail to ratify his nomination, Henry Morgenthau will shortly be ensconced in the Mexican capital in order to take care of American interests in the republic below the Rio Grande. Mr. Morgenthau was born in Mannheim, Germany, in 1856. When nine years of age he came to this country. After receiving his education—in the high schools of New York City and at Columbia University—he began his career as a lawyer and real estate operator. In 1913 he was made Ambassador to Turkey, a position which he resigned in 1916, after making a splendid record in Constantinople. His handling of the difficult situation presented by the refugees who swarmed to the Turkish capital during the war was remarkable; and on his return to America he was accorded a great public welcome. His stay in America ever since has been marked by constant efforts to aid the sufferers in the Near East and humanitarian work in behalf of the Jews of Poland and other stricken lands where help has been greatly needed.



Ex-King Constantine, of Greece. He is at present residing in Switzerland, where he is believed to be plotting to regain his lost throne.



What the entrance to the American Consulate at Zurich, Switzerland, looked like after a bomb, placed there by unknown persons, had exploded. The Consul and his family escaped any serious injury but the explosion wrecked the entire lower floor of the house.

rule over. And quite as naturally the Allies, divining his thoughts, are keeping a watchful eye upon the former ruler. There are, it is said, two opposing wings of the monarchist intriguers—one desiring restoration through political action and the other believing in the use of force. The last-named group is today the stronger. Although Venizelos is strongly supported in Athens itself, it is possible that if he consents to the sending of an army of 90,000 or more men into Smyrna the monarchists will, by putting out appealing propaganda, win over a great many of his supporters who are opposed to further warlike activities. At present Constantine is resting comfortably in Switzerland, where he and his entourage occupy two large and luxurious hotels.

### Who Bombed the Consulate?

**P**ERHAPS as a protest against the deportation of Reds from America and the arrest of other radicals a heavily charged bomb was recently placed in the doorway of the American Consulate in Zurich, Switzerland, where it exploded and wrecked the entire lower floor of the edifice, without killing Uncle Sam's representative. Of late a great many have been refused passports to this country, and it is possible that the perpetrator of the outrage was some foreigner who had been angered by his inability to obtain one of the coveted papers.

# Pictorial Digest of the World's News

## The Chinese Eastern Railway



Emir Feisal, who says he is King of Syria. The Allies say he is not. He has retaliated by declaring a boycott against England and France, and England and France seek his scalp.

FOR a long time, like Japan and a number of other countries, China has been longing to gain control of the Chinese Eastern Railway—the far eastern portion of the famous Trans-Siberian line. That longing has at last been gratified. A Chinese majority on the directorate has been secured and henceforth the curious tourist on poking his head through the car window of an observation car will gaze upon Chinese troops instead of Russians. The Chinese Eastern Railway was built as the result of an agreement reached in 1896 between the representative of the Russo-Chinese bank and the Chinese minister at Petrograd. According to this agreement the entire line, with all rolling stock, was to be turned over to the Chinese Government at the end of 80 years from the time of the opening of the line, unless at the end of 36 years China had decided to purchase the

property. The system was opened to traffic in the summer of 1903. It is one of the most vital lines in northern China, and in the future it is certain to be a bone of contention among China, Russia and Japan. Until the Chinese assumed control the line had been under the management of General Horvath, the Russian administrator and a reactionary who has been in constant disagreement with General Semenov.

### "King" Feisal Declares a Boycott

ANOTHER "storm center" has developed in the Near East to give the Allied diplomats more sleepless nights—if diplomats ever have such things. This time it is Syria which is causing the trouble. Recently a Congress, which purported to represent



Chinese railway guards. Many like them will guard the Chinese Eastern Railway, now controlled by China.

every section which might be affected by its actions, met in Damascus. It declared Syria an independent state and elected Emir Feisal, the son of the King of the Hedjaz, king. The new ruler was delighted. So were a large number of his subjects—but not all. The Lebanon, a section which is strictly loyal to France and which desires a French mandate, claims that it was not legally represented at the Congress, and the Allies have told King Feisal, much to that monarch's disgust, that he is no king at all. The "king" very promptly declared a boycott against France and England.

### The Jose Rizal at Portland

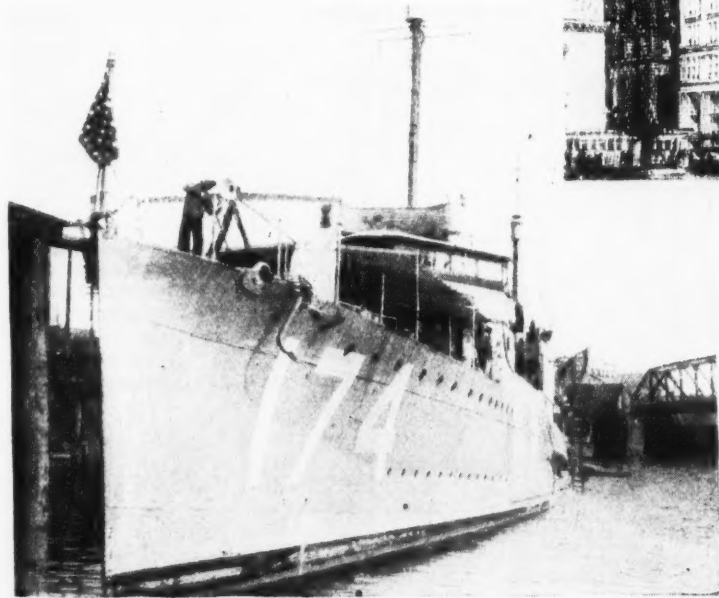
ONE of the most interesting vessels in Uncle Sam's navy steamed up the Willamette River recently and came to anchor at Portland, Oregon, 100 miles from the ocean. It was the U. S. Destroyer 174, named the *José Rizal*, in honor of the Philippine Islands' greatest patriot. The little fighting craft was built by funds subscribed by the inhabitants of the Islands and she is manned by a Philippine crew. In 1886 José Rizal published a novel, "Noli Me Tangere," in which he exposed and denounced the Spanish administration of the Islands. Shortly afterward he was banished from the Philippines and became instrumental in forming the Liga Filipina, which had for its objects the expulsion of the friars, the securing of the liberty of the press, and the obtaining of political concessions

The Magnolia Petroleum Company Building, Dallas, Texas. It will be the largest office building south of Chicago, with the exception of one giant in St. Louis.

similar to those which have been granted to Cuba. In 1896, after he had returned to the Islands, he was shot as a traitor.

### Texas Is Prosperous

THE oil fields of Texas may be limited to certain areas, but their influence is felt everywhere in the Lone Star State. It is estimated that Texas's land values have increased \$2,500,000,000 during the last eight months of 1919 and that \$500,000,000 have been brought into the State during the same period. During 1919 Texas produced one-fourth of the oil in the United States and some statisticians claim that it is now producing more than California. Its fields, together with those of Oklahoma and Louisiana, are producing at the rate of \$600,000,000 annually, based on January, 1920, production. Such facts as these—obtained from the Dallas Chamber of Commerce—prepare one for others almost as wonderful. In Dallas alone \$13,000,000 worth of building construction is now under way. The building permits in the city in 1919 totaled \$14,295,520, and so far, in 1920, the permits already granted indicate that during the year \$21,000,000 will be put into the erection of buildings.



A tangible proof of the patriotism of the Philippine Islands: the U. S. Destroyer 174, or *José Rizal*, which was built by funds subscribed by the people of the Far Eastern islands, and manned by a Philippine crew.



# The Land of Roaring Rumor

*In Siberia—Where One Can Hear Anything and Believe Nothing—the Doughboy and the Truth-Loving War Correspondent Have a Hard Time*

By PEGGY HULL

Illustrations by CRAWFORD YOUNG

LITTLE SMITH kicked the snow from his shoes and walked into a crowded barrack room. With him came a whiff of the fine Siberian blizzard which was sweeping in from the steppes to the west. "Leave that outside!" yelled a chorus of voices while groans and frowns met the weather-beaten man.

"Don't get fresh until I tell you what I heard at headquarters," admonished Smith as he struggled out of his sheepskin coat.

There was an expectant move on the part of the forty or more soldiers and Smith, realizing the importance of the moment, strained his voice to a dramatic pitch and said, "We're goin' home."

Out of the noise and violence that followed only a few sounds and objects were distinguishable. There were plenty of bells, damps, canvas water pails, camp chairs, boots and other things flying through the air, while Smith took refuge under a cot.

"Goin' home! Say ain't we heard that ever since we started out here from San Fran. Why I remember the first night out on the boat some guy biew in the hold where we was all holding our heads and bellies at the same time and says, 'They's a wireless order top-side orderin' us back' and now this bloke has the salve to hand us a tale like that—" the speaker suddenly moaned lugubriously and rolled over on his face in his lonely bunk.

A timid voice from under a cot and now entirely devoid of dramatic pitch apologetically offered, "But I saw the order." However the cynics held the day and Smith remained in safety. He had felt, somehow, that the news he had to tell his bunkies would recompense him for the three mile trip to headquarters. Their reception of his tidings filled him with bitterness and revenge. They were not new emotions, however; he had experienced them every day during his tour of duty in Vladivostok.

The American soldier is a chronic grumbler no matter where he is, but he has had more reason to complain in Siberia than elsewhere. His barracks were comfortable, and no army anywhere was better supplied with good food and winter equipment. It was the isolation—the dragging days of nowhere to go, nothing to do and only tomorrow to look forward to with the same monotonous routine in prospect.

Siberia has a black reputation but it is not such a bad place to look at, and an American soldier told me one day it wouldn't be such a bad place to live in if—the climate was warmer and the people spoke English and weren't so blamed dirty and a fellow could get to a decent town like Terre Haute once a week or so."

To which his Buddy replied: "You're right, old pal. Siberia would be a swell dump if it was a regular country; and the Russians would be swell folks if they was Americans. And if they had a lot of swell restaurants on the moon, and the old Murray Hill gang was there and the place was crowded with swell dames, and I could get three days off a week and spend them in New York, and somebody'd pay me \$200 a week for living there, I'd just as soon live on the moon as not—just as soon as not!"

On the other hand Siberia is the newspaper man's heaven. He never has any difficulty in finding news. His only trouble is deciding which news to select.

If he is a sensational reporter, he can select the most sensational news in the world, such as that the "drys" in the United States have

decided that it wasn't fair to put the eighteenth amendment over without giving the people a chance to vote on it and they are going to have it rescinded, or, if he is a substantial, refined reporter, he can select something solid and meaty, such as that the Bolsheviks are selling \$20,000,000 gold mines for 30 roubles up in the Blagovestschensk district. It all depends on what one wants. One who knows what he wants needs only to lean out gracefully and pluck a passionate item from the chill Siberian air. Siberia is as full of rumors as an appleskin, before being peeled, is full of apple.

Sometimes, late at night, my doorbell rings. Drawing my dainty cotton flannel pajamas around my body and winding three thicknesses of blankets around my shoulders, I peer out of my front window to see who is freezing on my doorstep; usually I see W. C. Whiffen, Associated Press representative, "Dad" of the newspaper bunch and dean of far-Eastern correspondents.

"On your way," he shouts, as he spots my breath steaming out the window; "On your way! The government has been overthrown for the ninety-sixth time, and the new government has put in a plumber's assistant as Foreign Minister!"

"Great stuff," I murmur, tossing on eleven layers of

garments with a speed; "Great stuff, not to say hot dope! The people of America will be passionately interested in that!" And I am just ready to slide down the banisters and join Dad Whiffen in his hunt for hot dope, when the patter of feet rings loud and clear on the pavement. Looking out of the window again, I behold Dad Whiffen once more, steaming back up the street with such fluency and impetuosity that a trained Russian could take tea and pirozhnia from the tail of his sheepskin coat.

"What ho!" I shout from the window, "have you got all the dope on the Plumber's Foreign Assistant Minister?"

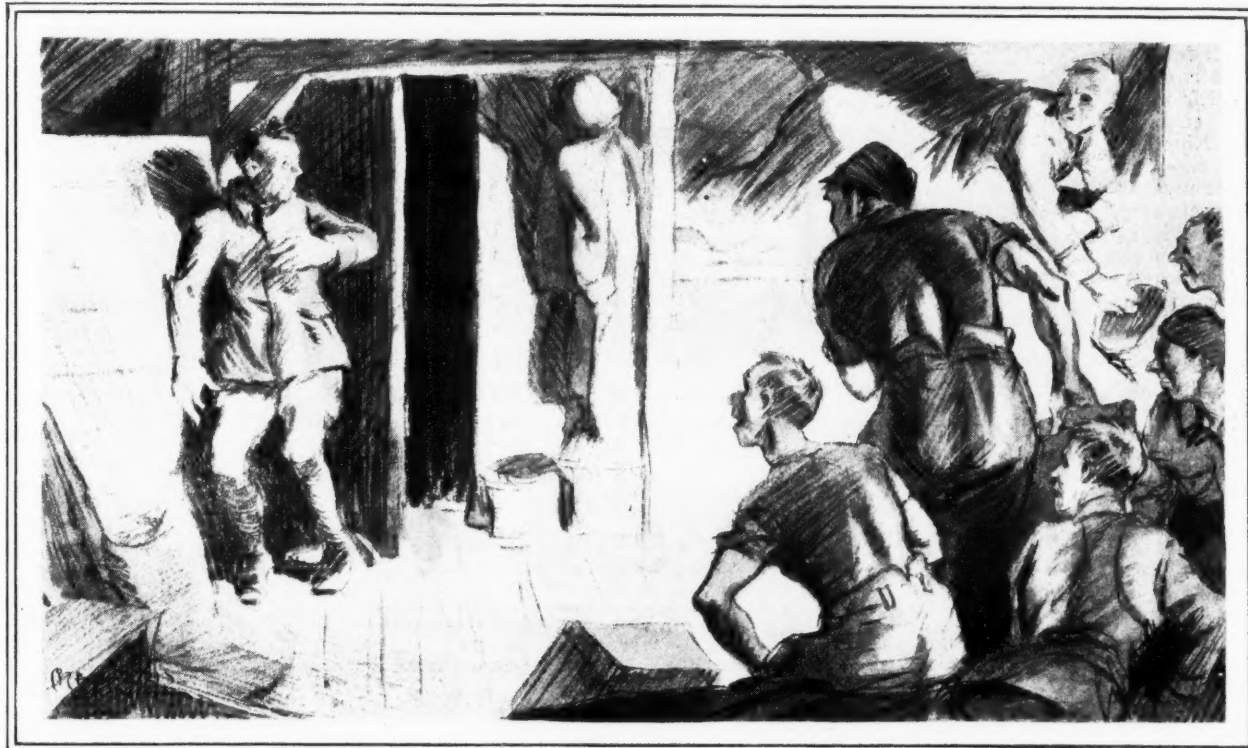
"Nyet!" howls Dad Whiffen fretfully. "That story blew up. Now I'm on the trail of a good one. Kutchyoutungoff, the celebrated Cossack leader, is reported to have bitten Lenine in the ankle and given him a compound case of hydrophobia and lockjaw. Hurry up! Hot dope! Let's get to it!"

So I fly down and get to it. Getting to it means that I slip, slide, skate and fall over 200 versts in Vladivostok and vicinity in an attempt to verify the tip. I scurry to American headquarters where I get the stereotyped, ever-ready, multi-graphed answer, "I don't know." I sometimes think they should hang a sign consisting of those three words on the front door.

From the A. E. F. I dash to Czechoslovak headquarters and with the aid of one French phrase, two German nouns, a Russian verb and a Chinese article, I find that the Czechs are fraternity brothers of the swaggar general staff officers I have just left. Undespairing, although I have followed the same trail many times before, I manage to reach

the box car one league away in which resides the august, but accommodating Russian general to whom I always flee, because he knows everything before it happens and has a pleasant habit of making it appear about ten times more important than it really is, and absolutely truthful.

"Ah," says the generous obliging Russian in English, "it only too true is my kind friend Kutchyoutungoff to his country gives everything in this brave and act noble." Which still leaves me unassured,



"THEIR RECEPTION OF HIS TIDINGS FILLED HIM WITH BITTERNESS AND REVENGE."

**I**F Peggy Hull's battered typewriter could talk it might tell some thrilling tales of "stories" clicked off in far-away Siberia so that, later, news-hungry Americans from New York to San Francisco might read in comfort of the momentous events that followed each other with such astounding rapidity in



PEGGY HULL

the Far East. Miss Hull was the only woman war correspondent in Siberia. Her adventures have been many and varied. Here she tells in her delightfully breezy way—already familiar to readers of LESLIE'S—of some of the difficulties encountered in the course of her "day's work." Other contributions from her will follow.

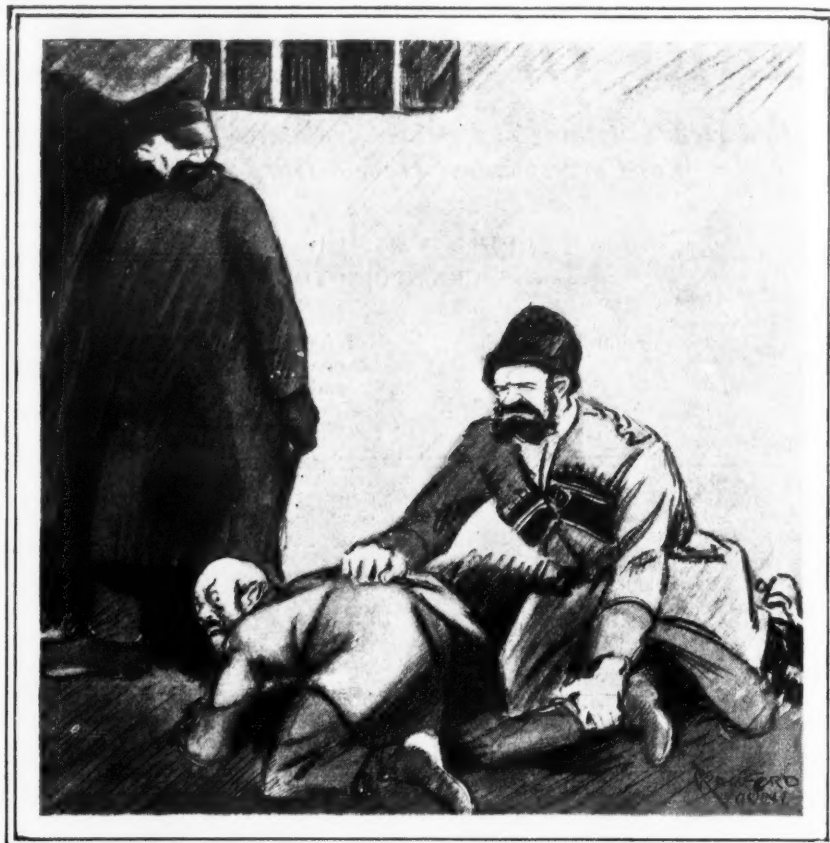
and when I press him—I mean urge him—for a more explicit statement, he relapses suddenly and violently into the native tongue and I retire under a broadside of "Blaghahdar-yoo'vas."

Returning across that one league with three falls, a bruised knee, a sore head and a sprained wrist to my credit, I approach Japanese headquarters with dignity and intensity of purpose. As usual, the guard looks at my teeth and in my ears before permitting me to cross the Oriental threshold. Here I am searched for concealed weapons, bombs, hand-grenades and armored cruisers. Having convinced themselves of my innocent motive in making such an informal call, I am convoyed through a line of 39 aides, 26 adjutants, 14 chiefs of staff and other appurtenances employed by the ostentation-loving Nipponese army.

Apologetically I announce my mission and the colonel, who speaks English, frowns slightly, rubs his hands together and voices a brilliant opinion.

"It would displease very much my country to know that this crime was committed, for it would, no doubt, have a tendency to unify the Russian people, which, you know, is not congenial to us or in line with our ambitions."

Saddened and somewhat disillusioned, I turn my face toward the gray-clad



"Kutchyoutungoff, the celebrated Cossack leader, is reported to have bitten Lenin in the ankle and given him a compound case of hydrophobia and lockjaw!"

figure which stands in front of a big door five miles to the west. My reception is more generous and less formal in the abode of the Italians. Gay snatches of song reach my ears long before I cast my shadow across the glistening bayonet that comes to attention as I limp past. A voluble, dark-eyed, fascinating young officer brings out a bottle of an interesting shade and fortified with a swig of lacrima christi I unburden myself, and then the Italian proceeds to unburden himself.

"I macha regret da Meester Leneene no bita da Cossack. Da grande Etalian he bita da tam Cossack quack. He looka one Etalian, he shoota twice." Which recalled to my mind a recent evening when an Italian inadvertently bumped into a Cossack in the railway station. No cruel words were exchanged but when the smoke cleared away there were a dead Chinaman, a dead Cossack, and a dying soldier from Sunny Italy.

One can do a lot of thinking in a five-mile hike, and as I neared the suburbs of the city, I remembered with sickening suddenness that I had overlooked the one place where they were in direct communication with western Russia. Under this new inspiration I speeded up the lagging legs and breathlessly came to halt under the British flag. "Jolly ripping news, isn't it—

*Continued on page 464*

## The Peace in Pieces

By BARON EUGENE DE SCHELKING

TOWARDS the end of the last century, Mr. Paul Deroulede, famous French patriot and apostle of the *revanche*, went to Russia and there visited Count Leon Tolstoy at the latter's country place. Eager to find out the opinion of Russian peasants in regard to the French-Russian alliance, at that time in its hey-day, Deroulede approached his illustrious host on this subject.

"Nothing more easy," Tolstoy replied. "We shall take a walk in the country and interview the first peasant we meet. I shall act as interpreter."

"Good morning, my friend," the French patriot greeted an old farmer, busy harvesting his hay. "I am a Frenchman. What's your opinion of our alliance?"

Tolstoy translated this, but the farmer did not seem to comprehend the meaning of Deroulede's question.

"You understand, my friend," Deroulede continued, "the situation. Russia is on the right and France on the left, between them the Germans, and we shall annihilate them."

"But why annihilate the poor devils?" the farmer answered, "I do not even know those people."

Deroulede took care not to continue his investigation, as he had had more than enough.

### The Russians are Pacifists

This episode seems very characteristic, as, in my opinion, the answer reflects not only the mental attitude of the majority of the Russians but likewise of all the other nations of the world. I believe that the masses are preoccupied with their own welfare, indifferent towards great political questions and, consequently, deep in their hearts, pacifists. Only by a protracted and consequential propaganda, or by a moral jolt cleverly applied, is it possible to change the people's attitude. Thus, for instance, the French Government during 44 years cultivated the sentiment of revenge in the schools, and, on the other side, we see William II fooling the people by showing some leaves of paper from the balcony of his palace, pretending that these were insulting letters of Nicholas II which that unfortunate monarch never had addressed to the German emperor.

FOR generations the forbears of Baron de Schelking have been prominently identified with the history of Russia. He himself has rendered distinguished service to his fatherland as a member of its diplomatic corps in many European countries and he has had much experience as a correspondent for the *Paris Temps*, the *Birjevia* Wiedemosti—the



Baron Eugene de Schelking

largest newspaper in Petrograd and various other important foreign publications. He is, therefore, well qualified to write of current events and personages in Europe today. His article last week on the Russian situation elicited much favorable comment. This and the series of contributions which will follow it should prove equally popular.

The general opinion, not without reason, gives the World War the character of a war of principles, a war between democracy and the German militaristic autocracy. But, in my opinion, the war, at the same time, was a war for European equilibrium, another page in the history of the wars of the European governments against aspiration to supremacy of one amongst them. Europe will not tolerate such a supremacy.

If this war had been entirely a war of principles—democracy against militaristic autocracy—peace should have been based on humanitarian principles, but this was not to be the case. Of all the countries forming the anti-German alliance, the United States of America was the only one which went into the war for idealistic objects. Russia wanted Constantinople and the outlet to the Aegean Sea; France, Alsace-Lorraine and the gratification of its sentiment of revenge; Italy, the control of the Adriatic; England, the removal of a dangerous rival in the world's markets. And as all these powers, for the purpose of popularizing the war, had strongly proclaimed their solidarity with the American viewpoint, they accepted, after Germany's defeat, the program of a Wilsonian peace.

Unfortunately the President occupied himself with his project of the League of Nations, which it took the Conference seven months to consider, and when the peace proper was taken up, the atmosphere had changed, the idealism of the earlier period had given place to sentiments of egotism and hate, and from this change of attitude the present troubles originated. Every

treaty of peace must be based on force or on certain humanitarian principles. Brennus, the barbarian chieftain, after defeating Rome, threw his sword on the scales exclaiming, "Vae victis" (Woe to the defeated). Napoleon I followed this example, and one may not doubt that William II would have acted, if victorious, the same way. The Allies preferred to follow the principles of humanity and had accepted the fourteen points of Wilson, but soon perceived that, if following them to the letter, they risked to lose the fruits of their victory, and a system of compromises, more or less fortunate, replaced the idealistic program of Wilson. And for this reason they took care not to use the principle of

self-determination of nationality in regard to Ireland, Egypt, Germany and Austria, but hurried to apply the principle in regard to Estonia, Lithuania, Armenia, Asarheidjan, Georgia and other provinces of the old Russian Empire, which latter did no longer exist, and consequently could not defend itself against its dismemberment. This was also the case with Italy's problems, which were partly based on the principles of nationalism, but also on secret agreements contrary to the Wilson program.

### President Wilson Unpopular

It is clear that such a treaty would cause complications, but the actual developments have exceeded any pessimistic anticipations. President Wilson, who, only a few months ago, was acclaimed in the capitals of Europe as the savior of mankind, now is torn to pieces by the European press and his portrait has been burned on one of Rome's public places, where, only a short time ago, he was lauded enthusiastically by the Italian people. And all this because he had the temerity to insist on his program which had been eagerly accepted by the famous "Big Three." In short, even if it should happen that Mr. Wilson should become more conciliatory, which does not seem to me probable, the work of the conference of Versailles appears, in my opinion, seriously affected. Article 228, concerning the generals and statesmen of Germany, has been modified. William II will

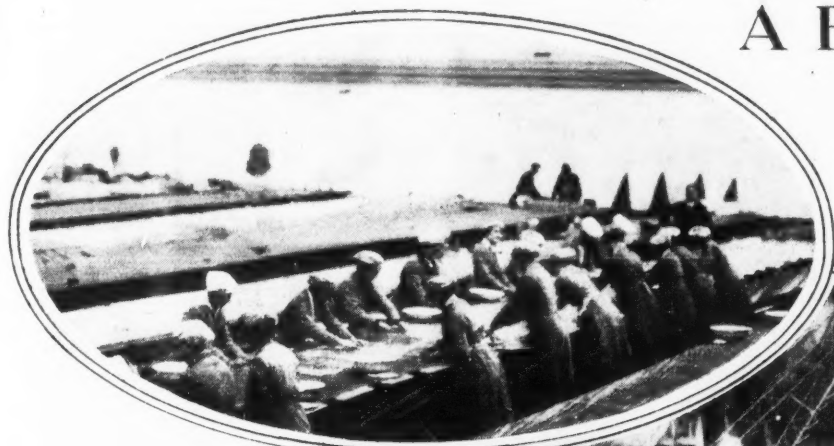
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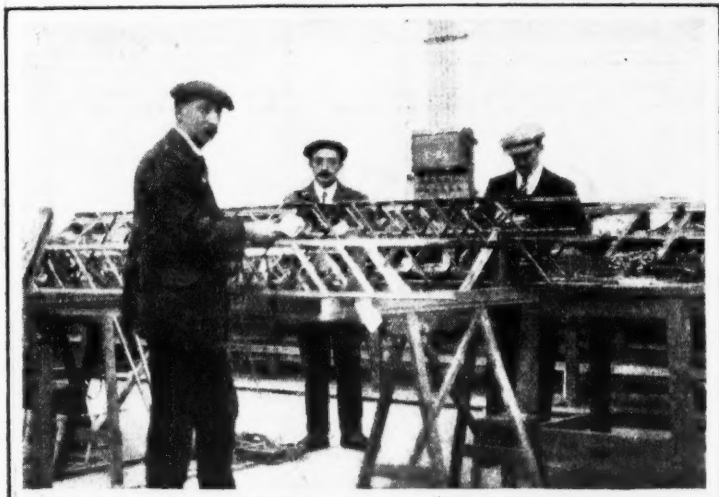
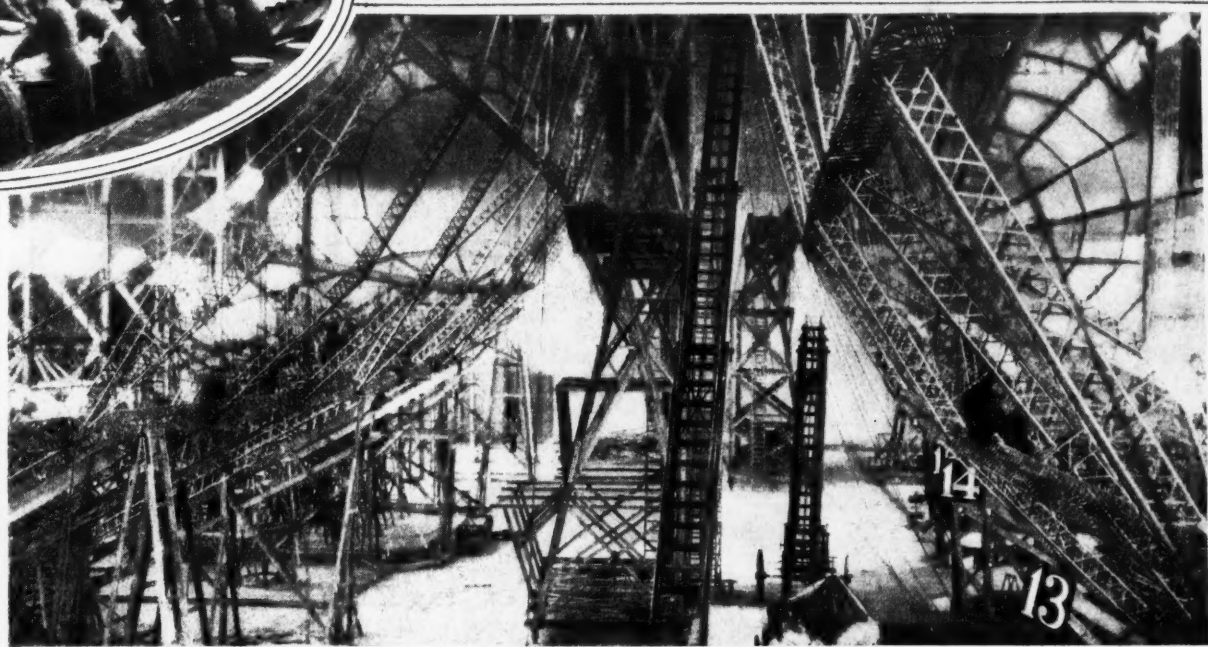
# A British-Built American Aircraft

Where Expert Hands Across the Sea are Constructing for Uncle Sam a Flier to Cost \$2,500,000.

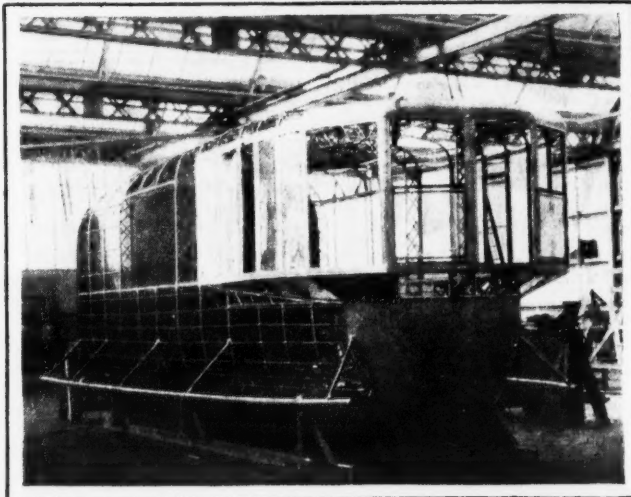
Photographs by JAMES H. HARE, Leslie's Staff Photographer



The cow which jumped the moon may rightly claim kinship to aviation, for in lining the rubberized linen cover of an airship's "envelope," the makers have found only one material through which hydrogen gas cannot escape, and that is skin from the colon of a cow or bullock. In the accompanying photograph, workers on the R-38 are shown cementing small pieces of the skin to the linen, a slow and very delicate process. How small are the pieces may be judged from the fact that it will take colon-skin from 600,000 cows to keep the great bag of R-38 from leaking. Any live-stock raiser who can produce a cow having at least two colons will be sure to command the instantaneous attention of all constructors of extremely large-size aircraft.



The girders of R-38 are made of Duralumin, a substance both stronger and lighter than Aluminum. They possess such lightness and strength that one ten-foot girder, weighing only 7 pounds, will bear with safety a compressed load of 5 tons. Disabled soldiers are employed where practicable in the factory.



A view showing, partially completed, the control car of R-37, the British aircraft. The control car will hold the wireless room.

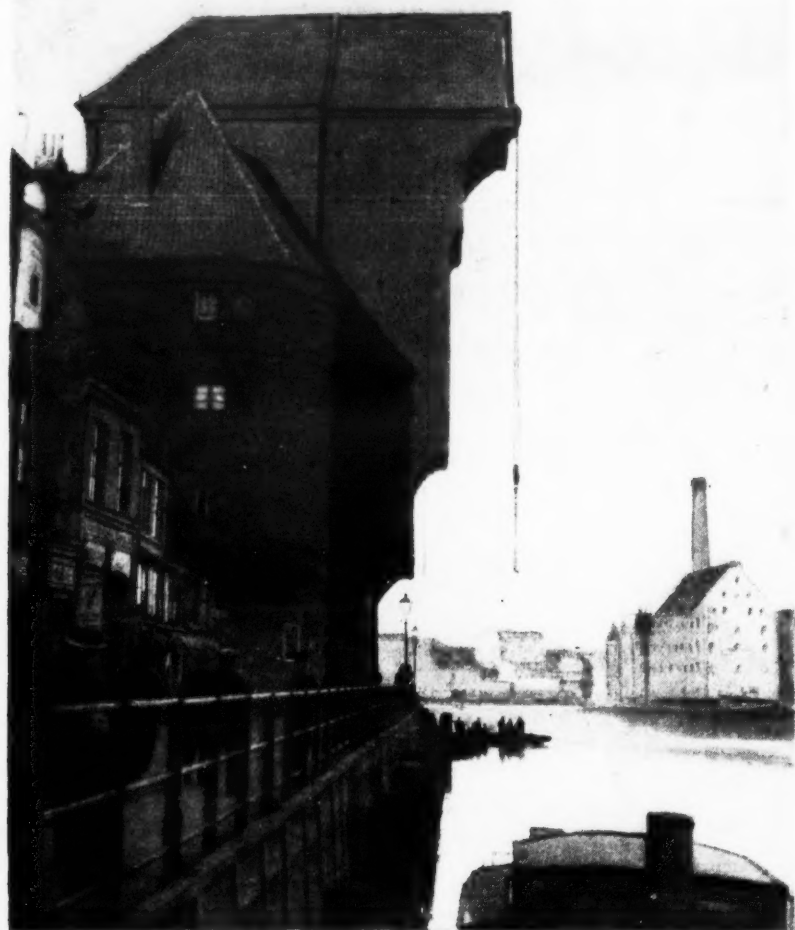
R-38, (on the left) which is being constructed at Cardington, England, for the United States Government, is here shown alongside R-37, which is for British use. The giant American craft, which is to cost \$2,500,000, has an overall length of 694 feet, and six "gondolas" instead of four. Much of the work on it has to be done from ladders. It could be delivered in a few months, but delivery will be deferred until there is a hangar in the United States big enough to house it comfortably.



Where dwell the Cardington workmen who are building the giant fliers. It was at Cardington, that John Bunyan was imprisoned and where, in his solitary cell, he wrote "Pilgrim's Progress."



The technical men who are supervising the work. From left to right, British Naval Constructor Payne, who is in general charge; W. Watson, in charge of the shed; E. H. Mitchell, general manager for Short Bros.; Lieut. Commander Coil, U. S. N.; Head Draughtsman Lipscomb, and Commander Dyer, American Naval representative.



An ancient grain elevator along the waterways of the so-called "Dead Vistula" in the city of Danzig. For centuries the port has prospered as a grain-shipping point.



"The old Town Hall of Danzig, where I interviewed the burgomeister in my attempt to get a definition of a 'free city,' is a splendid specimen of fourteenth century Gothic."

## What Is A Free City?

*With England, Poland and Germany All "Interested" in Danzig, That City Is Not Overjoyed at Being "Free."*

By LUCIAN SWIFT KIRTLAND, LESLIE'S Staff Correspondent in Europe.

THE above heading is very misleading if any reader expects a theoretical or definitive answer. I have spent two weeks in Danzig, trying to learn. It will be remembered that Danzig was declared "Free" under the Peace Treaty and was placed under the solicitous care of the League of Nations. It is a charmingly picturesque city, and has a most interesting port. But what about its being free? Nobody there could tell me.

Barnum may once have had the greatest show on earth, but that was before the days of the Supreme Council. The present "show" staged in Eastern and Central Europe is too extravagant to be believed—even on the spot. Some observers (with more wit than deference regarding the League Covenant) call it all "The Balkanization of Europe."

Going back to the word "free," everybody knows that that word above a taxi-cab meter means that you have a ride by tipping extra over the legal fare, providing that you will go in the direction of the chauffeur's lunch rendezvous, and if you otherwise demean and debase yourself. The negroes were declared free by the Emancipation Proclamation. Our national existence has known free speech, free lunches, and free land. In all of these uses of the word there is a certain root connection with an understood idea. But what is a Free City? If you wish to have a crystallized, neatly pigeonholed idea, stick to your imagination for your facts.

One ordinarily accepted way of trying to find out about things is to ask questions. It struck me that the Ober burgomeister of Danzig ought to be primed with answers. Therefore I went to see Burgomeister Sahm in his medieval office in the ancient and picturesque rathaus. It was early in the morning. If I had had time to look that morning at the local Danzig papers the interview might have had a different atmosphere.

"You have read," he began, pointing to a paper in German script lying on his desk, "that I have been retained on the Allies' list?"

"No," I answered, "I haven't seen the paper this morning. What is it? What's the list?"

"The list of the Council," he said.

As my mind was concentrated on Danzig and its problems, I jumped to the conclusion that he had been retained by the Allies' expressed wish to continue

to represent the town in connection with the Peace Treaty clauses.

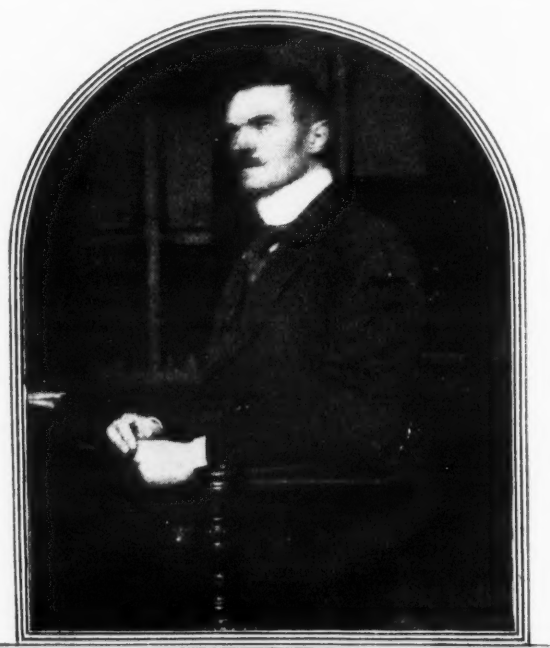
"Well," I said heartily, "that's fine news! That shows what they think of you! Congratulations!" I shook his hand.

He looked at me with what seemed to be a peculiar acceptance of this gusto of congratulation, but he returned the handshake. I proceeded to question him about Danzig.

I might say forthwith—before detailing any subsequent conversation—that when I had returned to the hotel, I looked at the paper. Ye gods! It was the Allies' famous black "900" list of war criminals. He had been "retained" to be tried for his life for high criminal acts alleged to have been his while acting as head of the police in Warsaw during the German occupation. I had congratulated him on the possibility of his being hanged, and had told him heartily, "That shows what they think of you!"

After such a shock, I must say that the Burgomeister steadied his helm with laudable success. Just what he now thinks of American interviewers I can only guess, but he proceeded to answer my questions about Danzig. It is hardly necessary to report the entire conversation. We went over the clauses of the Treaty and he gave me the German contingent's viewpoint. He contributed no definition of a free city, however, and his answers implied that I had come on a wild goose chase if I had journeyed all the way to the Baltic coast to behold such an ideal creation. It did seem a long ways from Paris and the Peace Conference and those brimming days when the world was being remade. Then the answer to troublesome problems was, "Ah, we shall make So-and-So a Free City, and place it under the League of Nations."

The Burgomeister did start me, nevertheless, on various paths of further inquiry. He represented one arc of the circle which may roughly be said to be that the German Danzigers fear the future intentions of the Poles, and the Poles fear the future intentions of the British, and the British are keeping a wary eye on things German. The



Burgomeister Sahm of Danzig, whose name has appeared on the Allies' "900" list of war criminals.



great trade struggle of the world is only in abeyance. Perhaps the Germans think that the British Empire, despite its present might, is greatly over-extended, and that a possible weapon is to feed it plenty of rope. Burgomeister Sahn's words, be it hastily inserted, offered no such sinister suggestion. The connection is that when I questioned him regarding the currency for the new free city his answer was interesting as coming from a German.

"There are four possible currencies," he said, "but I do not know which we shall have. Granted that the German mark is bad, at least the Polish mark is worse. And we are rather too small for our own."

"What does that leave as the fourth possibility?"

"The British currency, maybe."

That is the gist of what is in every one's mind in Danzig—of whatever nationality or aspiration—whether or no being under the League of Nations as a Free City will not prove to be about the same thing as being under a mandate. Mandates have a habit of becoming permanent. Egypt is mentioned.

True enough, Danzig has been a Free City several times in past history after a quite comprehensible fashion. It placed itself as a "free city" under the protection of the kings of Poland in 1466, and as Karl Baedeker says in one of his red-bound guide-books, "In this anomalous position it enjoyed extensive privileges, and saw its wealth steadily increase."

However, Danzig is not living today under precedents established by the shadowy traditions of the past, but is existing under the shadowy clauses of a certain well-known peace treaty. This treaty has endeavored to placate and eradicate racial hatreds and distrusts by formulas which did sound well in the abstract (and reform is highly to be desired), but which when put into the concrete have become rather misty. One question is, were these misty clauses ever intended to be definite?

There are some people of the decided impression that the misty wording of the Danzig clauses were inserted in the Peace Treaty for a purpose.

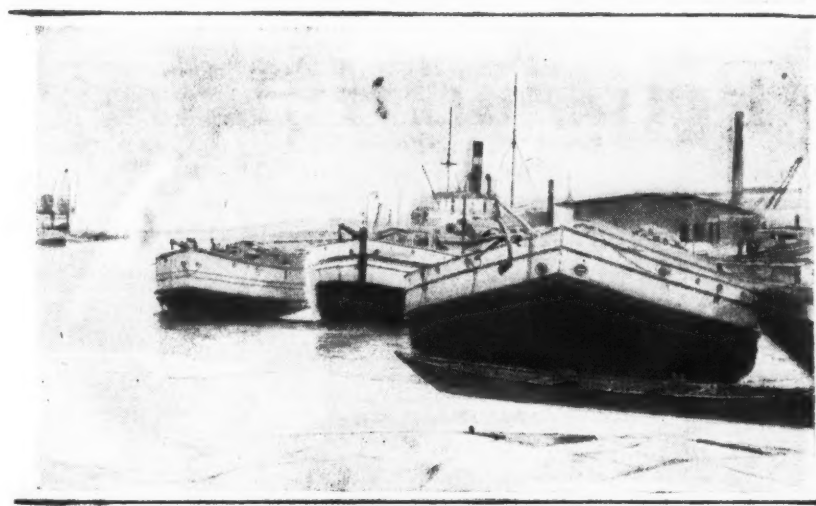
### Three Nations Interested

An Englishman, in a high position, is quoted as having said, "The Poles fear that we are going to establish a second Gibraltar in Danzig."

In taking up this opinion and looking into it—a process of examination which needs to be about as delicate as investigating the nose of a torpedo—it might be well to reiterate the now quite trite observation that in the making of the Treaty as far as American participation went, the details were carried mainly in the brain of the President. The other powers were at all times employing staffs of experts who were just behind the curtain with needful promptings and facts. Thus, while the President was spreading a few big brush strokes across the canvas, the small brush strokes (which went to make up the details of the background, the foreground, and the perspective in general) were determined upon by European specialists concentrating on the job. The President believed that if mistakes were to be found in the Treaty, due either to ignorance or wilful selfishness, the League would serve as the future cure. But to be from Missouri, is it to be supposed that if any national interests or ambitions prompted the insertion of certain clauses, those clauses would not be made as bullet proof as possible against future correction by the League? Mistiness, even, can serve as a smoke screen.

America has no direct interest in Danzig except in so far as the peace and prosperity of Europe are concerned. France's interest is direct only so far as developments fall in with the policy of encircling her hereditary enemy—Germany. But England, Germany, and Poland do have direct interests.

Germany has lost the territorial possession of Danzig, and theoretically has nothing to say, but it must be remembered that Danzig and the Polish corridor to the sea lie between Germany and East Prussia. On the morning of the day when the Allied High Commissioner arrived, I witnessed the last of the German troops bid good-bye to Danzig. They massed in the great square under the equestrian statue of Kaiser Wilhelm der Grosse. After a simple—but striking—ceremony, they started on the trek to the Fatherland. As I saw the tailboards of the wagons disappearing, I saw from each a placard hanging with the words, "We Are Coming Again!" And the military band played the popular air,

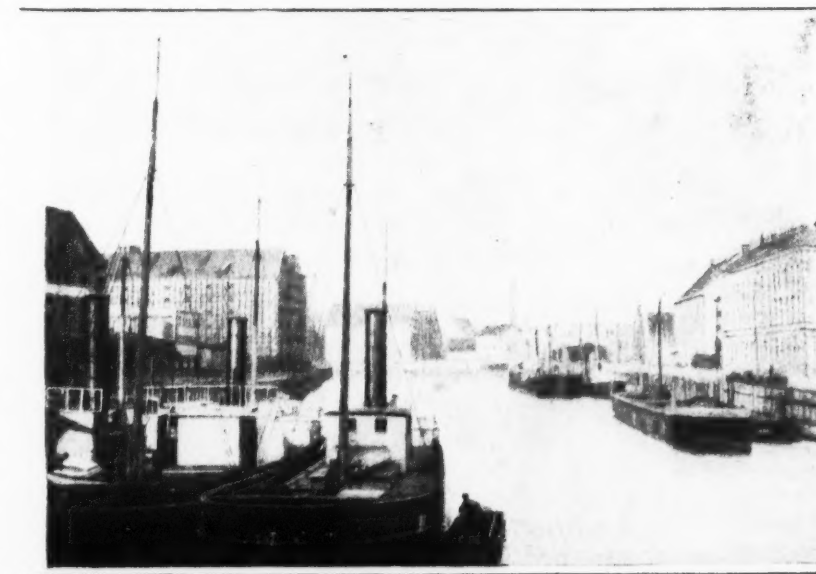


The small basin now consigned as a "Free Port" for the use of Poland in the harbor of Danzig. It is, of course, inadequate and there are practically no warehouses. The barges in the photograph are serving as temporary warehouses.

"We go, we go, but we come again!" Of course such a departure was just a very human demonstration and meant just so much—but the fact remains that Germany does have a definite interest. However, any mistiness in the clauses of the Treaty relating to Danzig are not concerned with Germany's interests.



M. Jaloiecki, Polish General Delegate in Danzig, who, for the past year while Danzig has remained under German control, has had an immense load of responsibility, carrying on a huge volume of work with very little authority except that gained through a diplomatic handling of an anomalous situation. His work has been to proceed as far as possible with the preparatory work for the carrying out of the future development of the port under the terms of the peace treaty.



The old port of Danzig. Despite the pigmy dimensions of the present facilities, three or four freighters flying the American flag may often be seen unloading at the same time—a sight practically unknown to Danzig before 1919, but common enough nowadays.

It might be stated here that many German statesmen do not profess to believe that Poland's star is permanent in the firmament. These statesmen, not being allies of Poland, do not need to be diplomatically guarded in their statements. It would be interesting to know the real opinions of British statesmen and others along the same line.

The present Danzig issue narrows down between England and Poland—with actual Danzigers playing a very minor rôle.

Poland's interests are obvious, and the fulfilment of her needs are practically summed up in the six subsidiary clauses of Article 104 of the Treaty, referring to customs, port facilities, administration of the railways, etc. The opening words of this article read, "The Principal Allied and Associated Powers undertake to negotiate a Treaty between the Polish Government and the Free City of Danzig which shall come into force at the same time as the establishment of the said Free City, with the following objects:—"

On the surface this seems clear sailing with no breakers ahead. But when will the Free City be established? Article 103 says:

"A constitution for the Free City of Danzig shall be drawn up by the duly appointed representatives of the Free City in agreement with a High Commissioner to be appointed by the League of Nations. This constitution shall be placed under the guarantee of the League of Nations."

"The High Commissioner will also be entrusted with the duty of dealing in the first instance with all the differences arising between Poland and the Free City of Danzig in regard to this Treaty or any arrangements or agreements made thereunder."

"The High Commissioner shall reside at Danzig."

### The Poles Need a Port

Rome was not built in a day, neither can it be expected that Danzig can achieve all in a moment—especially as her appointed guardian, the League of Nations, is at present functioning rather awkwardly. Thus, instead of a High Commissioner having been appointed by the League, a Temporary Commissioner is in charge who was appointed by the Supreme Council at Paris. As a Temporary Commissioner was not mentioned in the Treaty, his latitude of action is rather misty. The responsibility of such a position is that with arbitrary powers the diplomat standing between the divergent interests of the Poles and the Danzigers can make or break the future history of the port.

The Poles have appointed a Commissioner of their own to look after their interests, but as he is not mentioned in the Treaty nor was he a creation of the Supreme Council, his standing is purely anomalous, and he possesses no legal powers. As the Free City is still nebulous, it has no "duly appointed representatives," nor do the people know just how nor when they are going to be appointed.

In other words, while the Treaty says under every article, "shall be," there is no time limit set as regards the eventual and actual fulfillment of Article 104.

For Poland, of course, the need of the port is vital, to put it mildly. As one Pole said, "We are told—as we know full well ourselves—that to bring about our economic salvation we must get to work and produce and export. But can we export without a port? It might be possible, if such should become the imperative need, to negotiate an economic arrangement with Germany whereby we could use the facilities of one of her ports, if it were not that under the Treaty we cannot negotiate with Germany without the supervision of the League of Nations."

What is there in all of this to frighten anyone into doubting that the purported objects of the Treaty clauses are not going to be carried out as expeditiously as possible? Perhaps the fear is based on a consideration of the advantages which would accrue to a great shipping nation in gaining foothold in this Baltic port, especially as the functioning of the League is not a 100 per cent. bet at this hour, nor has disarmament become as yet a practice and habit among nations.

To report this fear is neither pro-Polish nor anti-British. The situation happens to concern those two states rather than any two other European countries. It is merely putting the possibilities of the

Concluded on page 462

# Pen and Inklings

By OLIVER HERFORD

Illustrations by the Author



TUT! TUT!

"Hail! Hail!"

I heard a Poet sing,  
"Thy charms unveil!  
Hail Gentle Spring!"

And "Gentle Spring"  
Her charms unveiled  
And hailed and hailed  
And hailed and hailed!

## The Great Matchbox Mystery

*Synopsis of Previous Chapter.* Having observed that Matchboxes, placed in every room of the house, invariably disappear in a few hours, the narrator resolves to solve the mystery even though the trail should lead straight to the White House in Washington. Accordingly he makes a plan of all the rooms, closets, etc., and searches every possible hiding-place, but no trace of the Matchboxes is found.

WHAT can have become of them! I have searched every corner of every room in the house—Stay! There is one room I have overlooked—the Haunted Room in the West Corridor, haunted by the ghosts of dead cigarettes, unfinished poems and murdered ideas. It is my study (or studio, as the occasion may be). With trembling hand on the porcelain door-knob, I pause to recall the secret combination.

In vain I rack my brain to remember the secret combination of my study door. Then suddenly it flashes upon me that long ago I wrote it down in the address book I carried in my pocket.

Years ago Oliver Herford became known as the "Prince of American Humorists." His inimitable verses, his plays, and his "Rubaiyat of a Persian Kitten," and other delightful books have all served to make him worthy of the title. He is now a regular contributor to LESLIE'S.



HERFORD BY JMF

## The Thirteenth Pocket

THERE are twelve pockets in the suit I am wearing. Fearfully I go through the twelve pockets and many are the lost treasures and forgotten-to-mail letters I find, but no Address Book! Wait! there is still another pocket! One I never use—THE THIRTEENTH POCKET!

With the deliberation of despair I empty the Thirteenth Pocket of its contents—a broken cigarette, two amalgamated postage stamps, a device for cleaning pipe bowls, some box-checks for *The Famous Mrs. Fair* (one of the two best plays I have seen this season), a clipping about "This Giddy Globe" (the new "best seller" by Oliver Herford), four rubber bands, a fragment of an Erie time-table, a seat check for *The Cat Bird* (the other of the two best plays) and—the Address Book!

On the last page of the Address Book is the Combination, written in a pale Greek cipher, but still legible; grasping the porcelain door-knob firmly between my thumb and four fingers I scan the cipher eagerly. De-coded, it reads as follows—Twist knob to the right as far as possible and push door.



"And hailed and hailed  
And hailed and hailed!"



## THE ANSWER

I sped the Mystic Ouija to and fro,  
The Secret of the After Life to know,  
And by and by the Ouija spelled for me  
The letters D, A, M, F, I, N, O.

With heart beating like a typewriter I obeyed the directions to the letter, and to my intense relief the door yielded and in another moment I was in the room!

And there, scattered over the surface of my desk, like surprised conspirators, feigning ignorance of one another's presence, were twelve yellow Matchboxes!

How they mastered the combination of the door and got into the room, I shall not attempt to explain. I am only an amateur Detective.

All I know is that Matchboxes, though they be scattered to the ends of the house (or World), always get together in some one place.

Perhaps it is for safety, they get together.

I have always wondered why they are called Safety Matches.

Perhaps that is the reason!

## Modesty Stuff

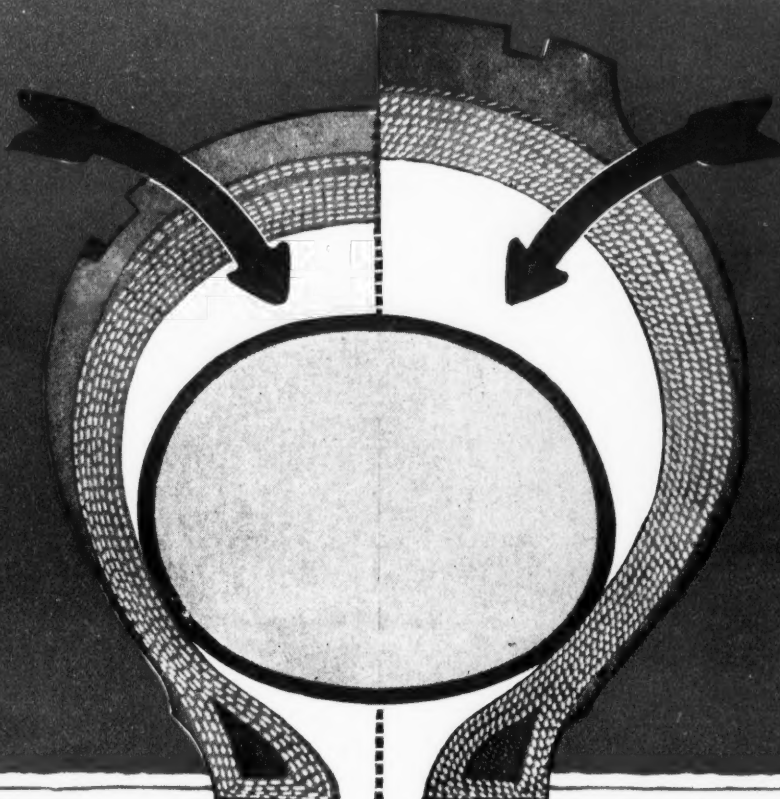
SPEAKING of my Best Seller "This Giddy Globe," in the chapter on Norway and Sweden, I attributed the separation of those two countries in the year 1905 (after a brief married life of only ninety years) to friction caused by the stodgy (as distinguished from stagey) plays of Henrik Ibsen.

Possibly I was mistaken. After all, what has made more friction throughout the world than Matches!

And is not Sweden the home of the Safety Match?



Cross section  
of five-inch  
Fabric Tire,  
showing  
space to be  
filled by  
stretching  
inner tube  
**4.06 sq.in.**



Cross section  
of Cord Tire,  
same size  
showing  
space to be  
filled by over-  
stretching  
same tube  
**7.19 sq.in.**

## Why Ordinary Tubes are Misfits in Cord Tires

**T**HE ordinary inner tube was designed to fit a fabric tire. When it is used in a Cord tire it has to stretch 175% more in order to fill the larger air space. (See photographs.) This extra stretching draws out or thins the wall of the inner tube so that it is even weaker than when used in a fabric tire. This is wrong.

A tube in a Cord tire should have stronger, not weaker, walls than one in a fabric tire.

There is greater friction between tube and casing in a Cord tire, due to the fact that the air pressure in Cords is habitually carried lower than in fabric tires—and the softer the tire the greater the internal friction, heat and wear on the tube.

Therefore, ordinary inner tubes in Cord tires are called upon to do much heavier duty than they were designed to do, and at the same time are badly weakened by overstretching while trying to do it. This is neither fair to the tube nor to the Cord casing.

The Horse-Shoe Re-Cord Tube was developed a year ago to meet this condition. It is not overstretched

in Cord tires, because its walls are 50% heavier than those of ordinary tubes (nine ply instead of six). Furthermore, it survives the added friction because it is made of extraordinary rubber—rubber so free from adulteration that it floats on water—rubber so toughened by special treatment that you cannot tear or break a strip the thickness of a wedding ring.

We have named this the Horse-Shoe Re-Cord (for Cords) Tube to emphasize the fact that it was designed especially to stand the harder duty—the extra stretching and the friction in Cord tires. If you have long been a user of Cord tires, you will appreciate the necessity for such a tube as the Re-Cord. The small extra cost is negligible when compared with the extra service assured by this big brown tube.

RACINE AUTO TIRE COMPANY, RACINE, WISCONSIN  
Export Department, 144 West 65th Street, New York



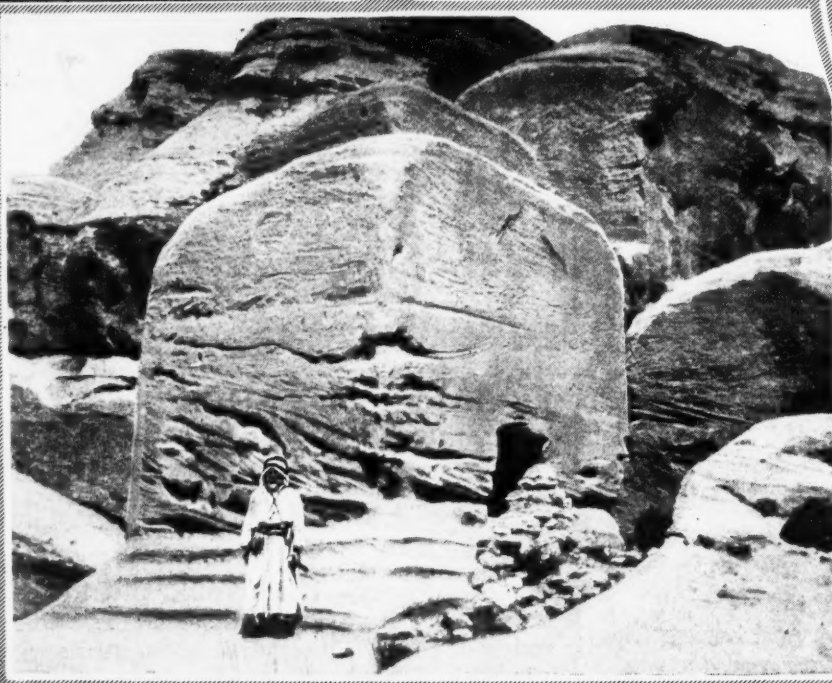


# Dead Cities of Gilead,

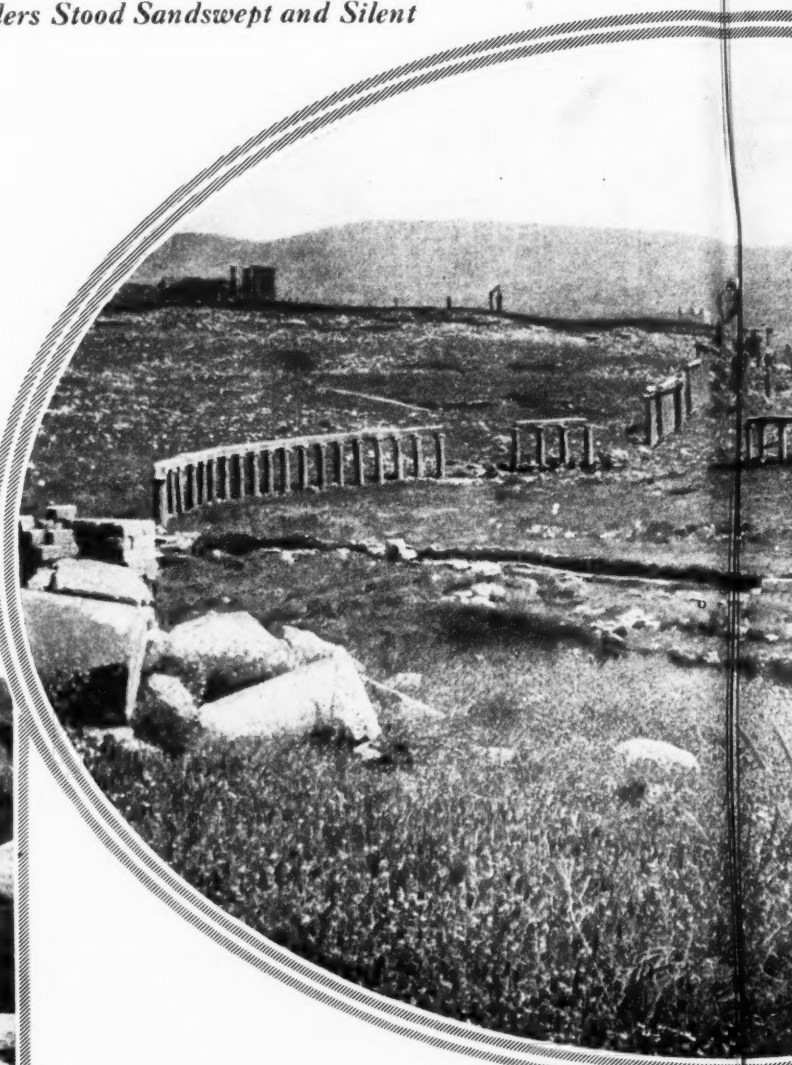
*Whose Wonders Stood Sandswept and Silent*



None of Petra's marvels in stone is more beautiful than the tomb of the second century shown above and known as the Treasure of Pharaoh. Two stories in height, it is carved out of solid, very hard rock.



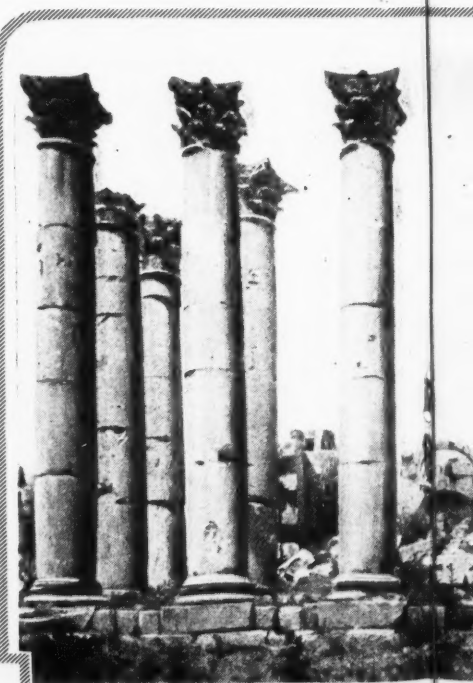
The history of Petra is written in its rocks, in the tombs which surround it. At the right is the tomb most ancient, vastly in contrast with the marvels of later date.



Wild flowers glow on the hillside approach to the gaunt ruins of Gerasa. Only a few of its 520 columns to suggest the majesty of the original. On the rising hill is the Temple of the Sun, a close-up of which is given below. Gerasa, situated twenty miles east of the Jordan, made entry into recorded history in the Roman sway, it prospered as a commercial and caravan center, but with the centuries it lost both in population and prosperity. The scene of its fall, the cries of wandering Bedouins alone waking the silence.



What remains of the theater of Gerasa, a dead city east of the Jordan on the plateau of Gilead. Its theater, like its forum, was built in Roman times.



Yellow as the sands of the desert surround the ruins of Gerasa's Temple of the Sun upon the highest peak of the plateau, earthquakes and the relentless attack of the centuries have left little of the original structure.



# Dead, Petra and Gerasa

*a Thousand Years in the Arabian Desert.*

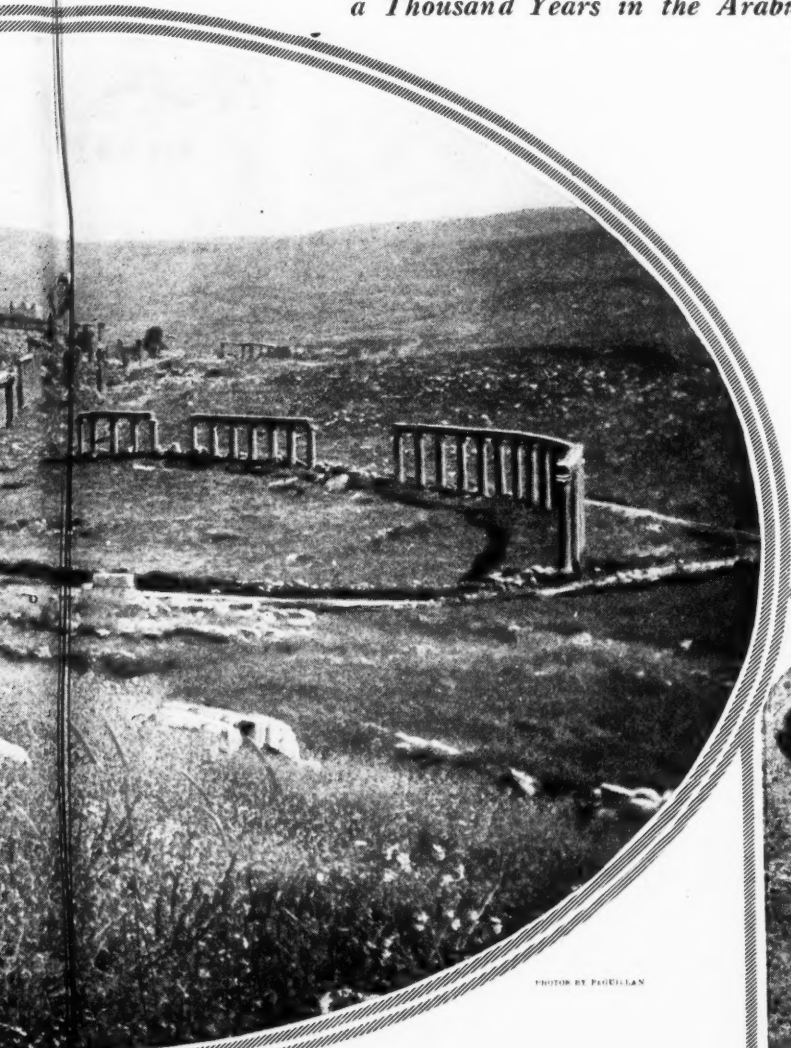
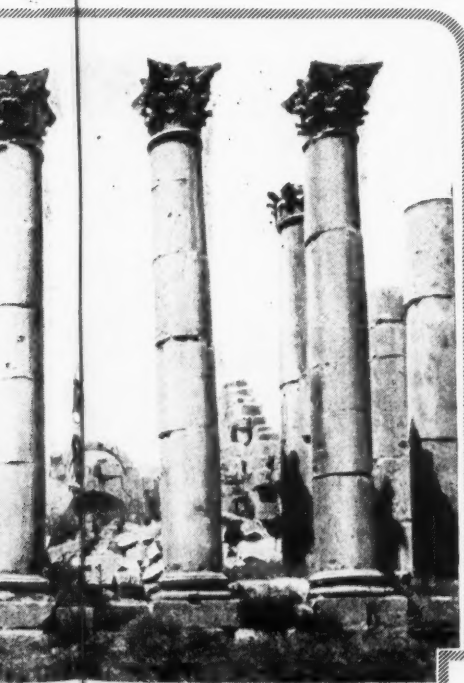
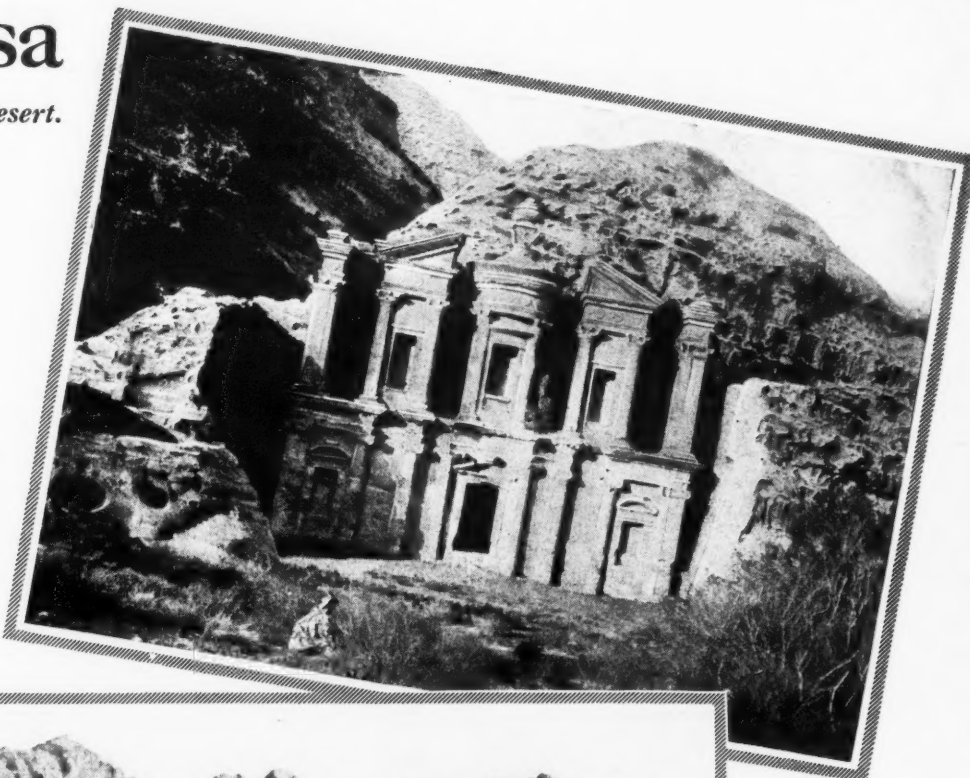


PHOTO BY PAGELLAN

of Gerasa. Here is the Forum, enough remain-  
On the rising land in the left background is  
Gerasa, situated among the mountains of Gilead,  
history in the first century before Christ. Under  
er, but with the wane of Roman power, like Petra,  
perity. The seventh century finally saw it a dead  
alone waking the echoes of its majestic, silent hills.



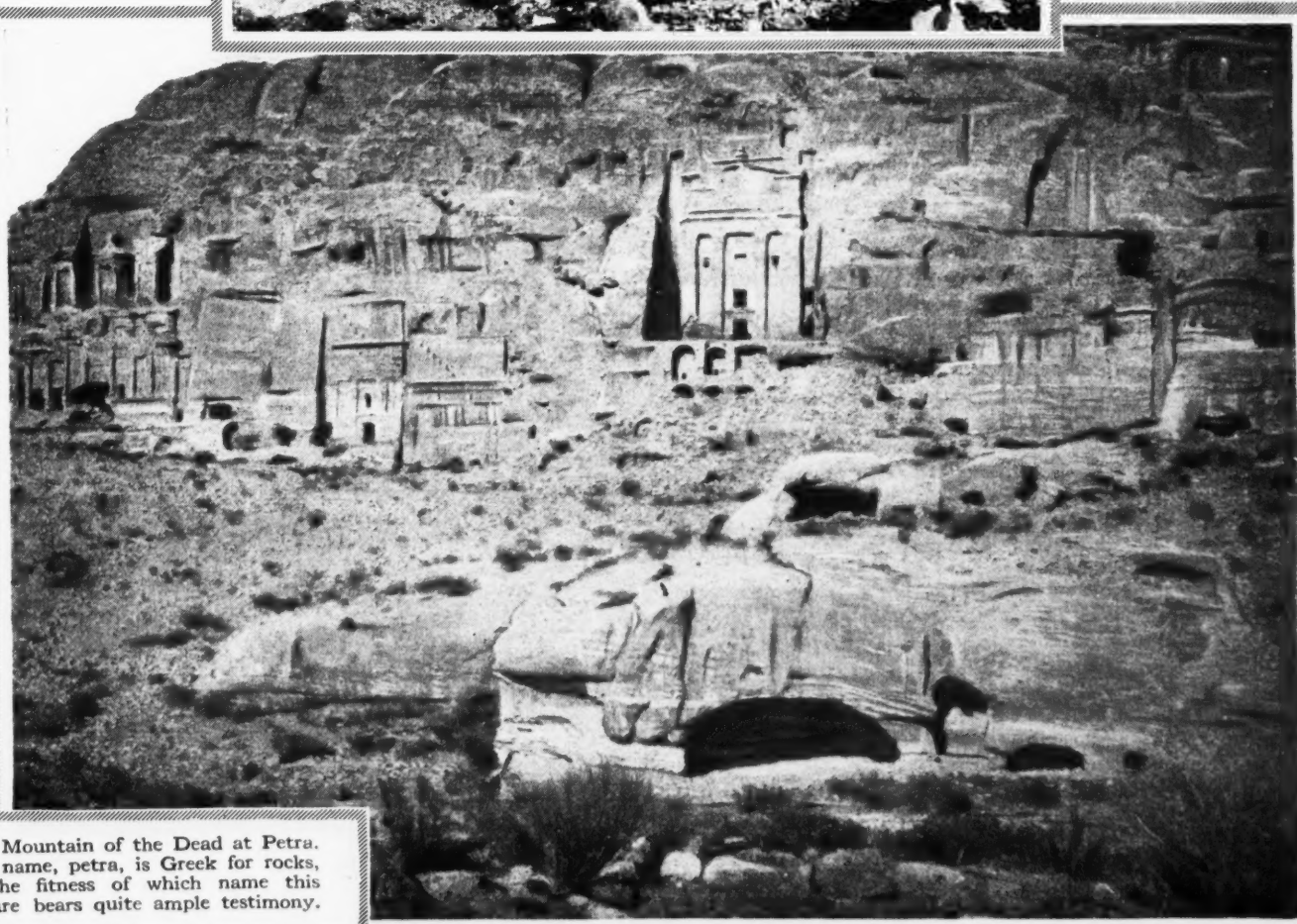
desert surrounding them are these Co-  
s Temple of the Sun. The temple stood  
the plateau, gradually succumbing to  
tless attack of the wind-blown sand.



One of the largest  
of Petra's sculp-  
tured sepulchers:  
tombs, hundreds  
of them, as far as  
eye can reach and  
all chiseled by  
wonderful wizard  
hands on the cliffs.



The now desolate  
place in Petra  
where the rites of  
blood-sacrifice  
once were per-  
formed. The city's  
earliest religion  
was something like  
that of the Aztecs.



The Mountain of the Dead at Petra.  
The name, *petra*, is Greek for rocks,  
to the fitness of which name this  
picture bears quite ample testimony.



# A Sport That Is Gambling With Death



Alligators when first hatched belong to the class of "cute" things, like kittens or puppies. In infancy, they oft-times are packed in cotton and brought north from Florida as souvenirs, usually to die in bathtub or backyard. The dimensions of its mouth in proportion to its length over-all even at this stage conveys a hint of the 'gator's mission in life.



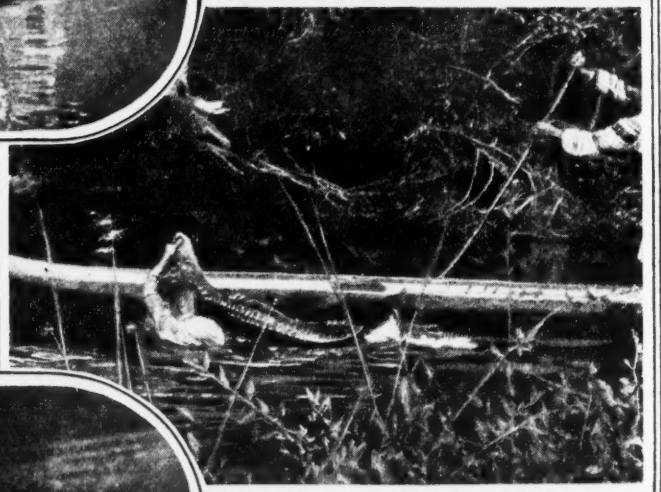
The "cute" period of the 'gator's development soon passes. Its formidable jaws expand with rapidity, and while it may be innocently playful, it is quite capable of separating a finger from an outstretched hand, just as "a boyish prank." The photograph shows, by the way, that the alligator is in no immediate danger of becoming extinct. It is a foe of race suicide.



Alligator hunting is no sport for the transient amateur, and he "goes in" for it but seldom. It is perhaps the most dangerous of all forms of sport, requiring besides athletic ability and a strong physique, thorough training and nerve without limit. Here are a pair of 'gator hunters in a promising location; with a shotgun and pole they warily seek their prey.



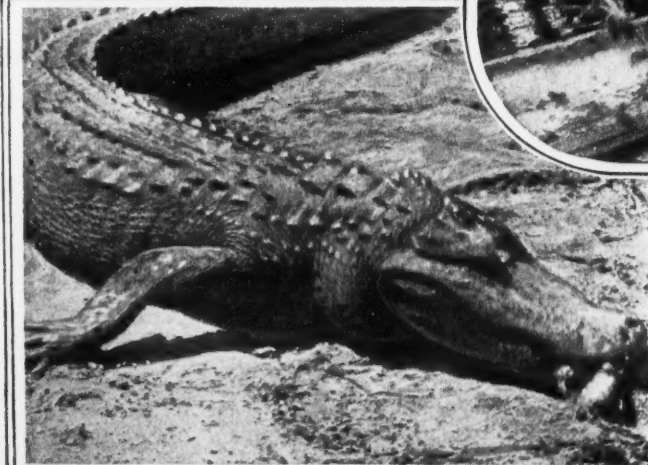
Compare this bona fide struggle—the ripples suggest the violence of it—with the most genuine thriller in your favorite movie serial, and see where your movie hero "gets off." Be it said in connection with the above view that no dummy ever "doubles" for the 'gator. He plays his own role right through, even when the 'gator baiter places a stick between his jaws.



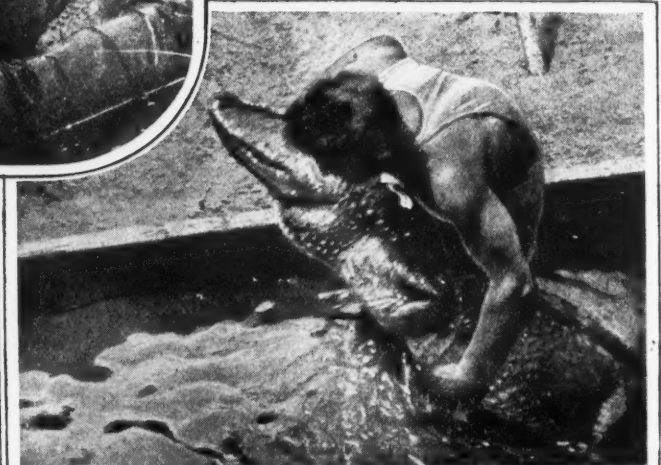
And there is something about this, too, which is not especially suggestive of recreation. Getting by oneself into a canoe from deep water is alone quite enough of a feat for some folks. This glutton for sport is about to put a live 'gator in before climbing aboard himself. Then there is always the zesty possibility of attack by another 'gator, with no stick between his jaws.



Final stage in convincing a captured alligator that he has met his match. Incidentally, no job for a weakling. Muscle as well as nerve, and a big reserve of both, is required, as lack of either might mean loss of an arm or a leg. Movie fans will recognize at once that the 'gator's eyes do not "register" love, however warm the embrace may be, and 'gator eyes are very expressive.



A glance at this captive and one guesses the first time why there is so little competition in this form of hunting. In Florida, tarpon-fishing is lots safer. The back of the monster, tapering out of the picture, is not so very unlike a panoramic view of the far-famed Great Wall of China.



What looks to be—though it probably is not—a bath attendant forcibly dousing Mr. 'Gator in a swirl of soapsuds. The muscles required for this type of sport are here convincingly shown, and all of them are needed. It is as well, perhaps, that "pets" sent north in cotton die in infancy.

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Copyright 1920, by The Goodyear Tire & Rubber Co.

**A TEST** of solid vs. pneumatic truck tires was conducted in the winter, spring and summer of last year by a corporation operating a very large motor delivery fleet. Two trucks were used—No. 134, shod with solid tires on the rear wheels, and No. 135, shod with pneumatic tires on the rear wheels. Both were equipped with pneumatics on the front wheels. Nevertheless, the difference in the rear tire equipment was sufficient to produce the following wide difference in results:

	Truck No. 134 (Solid tires rear, pneumatic tires front)	Truck No. 135 (Pneumatic tires on all four wheels)	Difference in favor of All- Pneumatic equipment
Number of days operated.....	129.5	129.5	
Delivery or pickup stops.....	4,183	5,822	39% More customers served
Total units (pounds).....	874,791	989,065	13% More product hauled
Miles traveled.....	4,476	6,414	43% More distance covered
Gallons of Gasoline.....	1,125	1,110	45% Less fuel per mile
Pints of Cylinder Oil.....	605	494	76% Less cylinder oil per mile
Drivers' and Helpers' Wages.....	\$1,375.15	\$1,512.82	23% Less labor cost per mile

The results of this test afford a vivid idea of the reasons why so many businesses throughout the country are replacing the solid tires on their trucks with pneumatics.

Truck owners can obtain the operating and cost data of similar comparisons of pneumatic vs. solid truck tires by writing to The Goodyear Tire & Rubber Company, Akron, Ohio.

**GOODYEAR**  
  
**CORD TIRES**

# Motor Department

Conducted by E. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, accessories or touring routes can obtain it by writing to the Motor Department, Leslie's Weekly, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



Washington traffic policemen have taken a tip from the motorist and are using rear view mirrors to enable them to keep track of traffic in both directions

## DO YOU KNOW:

1. Should a tire be pumped as hard in hot weather as in cold?

2. Is it dangerous to run a gasoline engine in a closed garage?

## Answers to Questions In the Last Motor Department

1. Why is the term "braking on compression" incorrect?

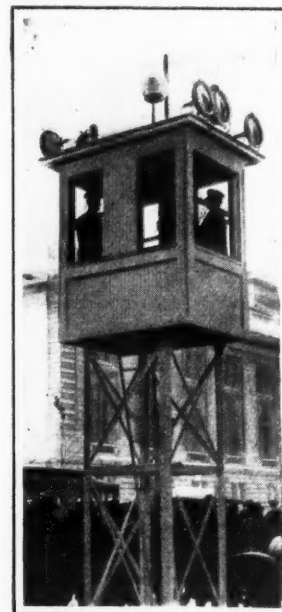
If the clutch and transmission are engaged when coasting down a steep hill, the engine will serve as a brake. It is not the resistance to compression, however, which produces the greatest braking effect, but rather the internal friction caused by the movement of pistons, bearings and other working parts. To be sure, the pistons perform a tremendous amount of work when compressing the charge, but this energy is again given out on each downward stroke due to the stored up pressure of the air or gas. The frictional resistance of the engine is applied in a more effective manner as lower speeds are engaged.

2. Why will an engine sometimes overheat on high gear when it will remain cool on second or third?

There is only one reason for an overheated engine, and that is the production of more heat than can be dissipated into the outside air. The amount of heat generated depends upon the amount of fuel burned. With the throttle wide open, as is the case when struggling up a hill on high gear, the full amount of gas is sucked into each cylinder, with the result that maximum heat is generated at each ensuing explosion. On a change to a lower gear the throttle can be closed, thus reducing the amount of gas burned at each explosion, but increasing the speed of the engine and, consequently, the amount of cooling air which is sucked through the radiator by the fan which is attached directly to the engine and varies in speed according to that of the latter.

other cars as the independence and careless risk-taking actions of the pedestrian. The pedestrian has always been a law unto himself. Retaining his own privileges on the sidewalk and yet not recognizing the right of vehicular traffic on the roadway, he has at last been regulated at important cross streets by the stern majesty of the law. Thus, foot traffic progresses with motor traffic on Fifth

Avenue, and at the intersections of Fifth Avenue with 34th and 42nd streets, no pedestrian is allowed to cross counter to the flow of traffic. Thus, when the signal is given for a change in direction, passengers on foot as well as those in vehicles are permitted to wend their unobstructed way without danger of accident and with as much right to the occupation of the roadway as to the side-



Colored lights on Fifth Avenue on the new traffic towers regulate simultaneously cross traffic throughout a two-mile stretch of the busy avenue.

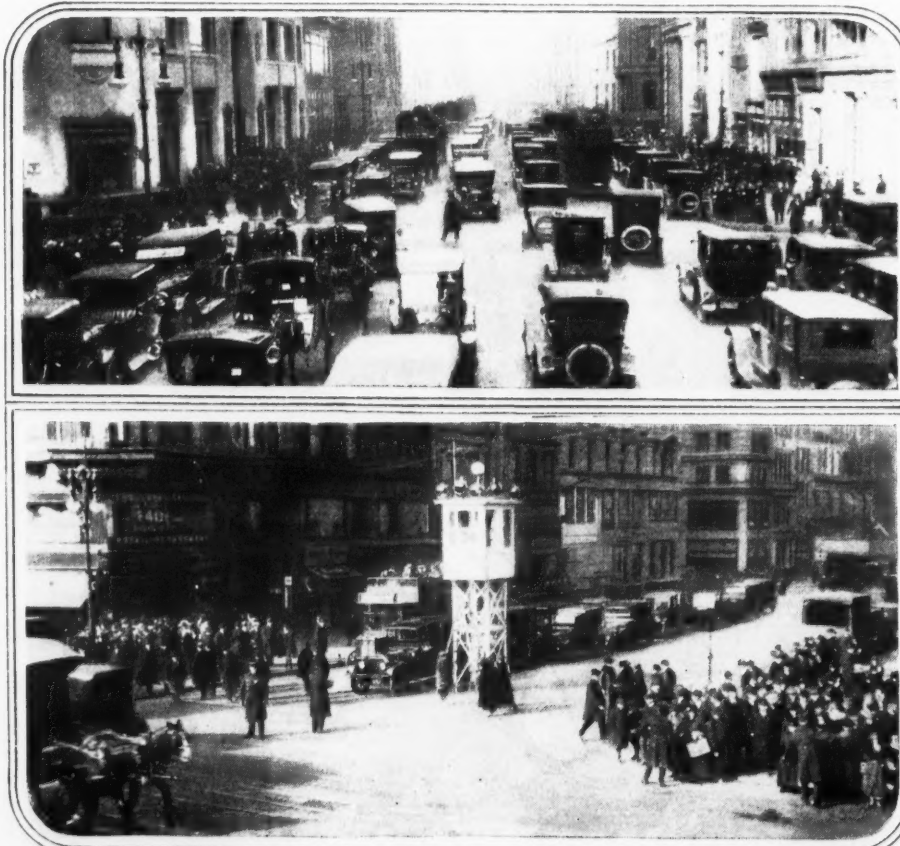
## New York's Traffic Experiment

NEW YORK'S Fifth Avenue traffic flows in a mighty north and south stream which must be brought to a standstill at frequent intervals to permit east- and west-bound vehicles to cross. This intermittent cessation of traffic at various cross streets interferes seriously with the north and south flow, and produced congestion at certain points and long clear stretches at others of which no advantage could be taken.

By the erection of four large towers and the operation of colored signal lights of long daytime range, traffic is now controlled over a distance of nearly two miles with an efficiency that bids fair to prove the solution of the traffic problem.

The signals are changed simultaneously at all traffic towers, so that north- and south-bound vehicles are stopped at the same time at all cross streets to allow east and west traffic to proceed. At the signal this cross traffic ceases and north- and south-bound traffic is resumed with a certainty on the part of the driver that there will be no ensuing interruptions of his progress at successive cross streets during the prescribed time for north- and south-bound traffic.

The bane of the motorist in congested traffic has not always been so much the quantity of



When the north and south signal is given, vehicles can pass the cross-streets in an unbroken stream. At important crossings the pedestrian is prohibited from using the roadway until traffic again travels in his direction. The danger of accidents is thus reduced.

walk during such prescribed intervals.

That the motorist is at heart a law-abiding individual is indicated by his conscientious observance of traffic signal lights placed half a mile away, mayhap, from crossings at which no traffic officer may, at the moment, be stationed. At the change in color from yellow to green indicating cross traffic, vehicles bound north and south will come to a halt and permit east and west cars and trucks to proceed without the selfish endeavor to wend their way in ahead of other vehicles at the expense of traffic conditions in general. There is every hope that this obviously efficient method of regulating Fifth Avenue traffic will prove so successful that vehicular congestion as it has been known for the last five years will be a thing of the past. In fact, so marked has been the improvement in traffic conditions on Fifth Avenue due to the simultaneous regulation of cross-traffic, that plans made some months ago for the conversion of the thoroughfare into a one-way street have been postponed temporarily. Confining Fifth Avenue traffic to travel in but one direction represents an opportunity for future expansion of the thoroughfare. If when the warm, spring weather and the return to the city of guests at Southern summer resorts results in a repetition of last year's spring and summer congestion, the original plans for one way traffic can still be carried out with added efficiency.





# The Real Stories

## The Stories that Count About Tires

There are strange tales told about Miller Tires nearly everywhere today.

Not merely tales of exceptional mileage. It is uniform mileage, nine times in ten, that these Miller enthusiasts cite.

Those stories center here. We get them by the thousands from users and dealers. Two great books of them lie at the writer's hand now.

But note that we rarely quote them.

### The Real Tire Tests

It is not by mileage that we measure tires. That varies too much with conditions.

An undersize Miller and an oversize Miller may vary 50 per cent. on one car.

We figure comparative mileage. We insist that Millers, under like conditions, must out-last any other tires. And only such records count.

\* \* \* \* \*

For example: The Eldorado Stage Co. of Los Angeles use hundreds of tires on 12-passenger Packard buses. These buses average 153 miles daily on difficult roads, with a loaded weight of 8,600 pounds.

They compared 22 makes of tires—compared them for average mileage. And when Millers won it signified more than a thousand individual records.

So on stage line after stage line.

\* \* \* \* \*

Taxicab service gives another heroic test.

The Hudson Taxi Co. of Detroit find the average mileage on Miller Cords to be 15,000 miles.

In other taxicab tests Miller Tires have won against all rivals in million-mile comparisons.

We never fear the verdict in any broad test like that.

Then in truck tests. The Chandler & Rudd Co. of Cleveland tested 15 well-known makes

for four years, on 500,000 miles of road. Miller passenger car tires won.

Adam, Meldrum & Anderson of Buffalo, average 75 miles daily with each truck, and about 100 stops. Yet never one Miller Tire has failed to give the expected mileage.

It was tests like those which gave Miller Tires their nation-wide distinction.

### No, We're Not Surprised

We showed these records to a visitor—file after file filled with them. He said, "They must amaze you—such records from everywhere."

### More Mileage—50% to 75%

Green & Swett Co., Boston tire dealers, sell largely to owners of heavy cars. They report that in hundreds of cases Miller Tires increased mileage from 50 per cent. to 75 per cent. And only 13 Millers, out of more than 2,000 sold in one year, proved defective in adjustment.

But we took him to our testing department. There 16 tires are run by geared-up machinery under average rear-tire conditions—each 650 miles per day. Here leading makes, month after month, are constantly compared with Millers.

Here four Pierce-Arrow cars are run 320 miles a day. And from here 50 Akron jitneys run, just to prove what Millers do.

No, we are not surprised. Day by day we prove that Millers are the best tires built. Wherever they confront a comparative test we never have reason to worry.

\* \* \* \* \*

Don't count too much on the tales you hear about the Miller mileage. You may get more

and you may get less. It depends on size and care, on load and road.

Judge them by the records won when a score of makes were pitted against Millers.

Judge them by your odometer when your favorite tire runs opposite a Miller.

### Mileage to Expect

In our factory tests we average 15,000 miles on Miller Cords. There we try to simulate average rear-tire conditions.

In our road tests where cars are undertired to make tests extreme, we average 10,000 miles.

Where oversize tires are used Miller Cords will often exceed 20,000 miles.

Expect a Miller, under like conditions type for type, to excel any other. Expect it to outrun any maker's warrant. If it doesn't we shall never urge you to buy another Miller.

Expect the tread to always outlast any Miller Tire. Expect uniformity, tire after tire. These things we've accomplished for you, and we urge you to prove them out.

If you buy a new car, insist on Miller Tires. Twenty makers now supply them and they cost no extra price.

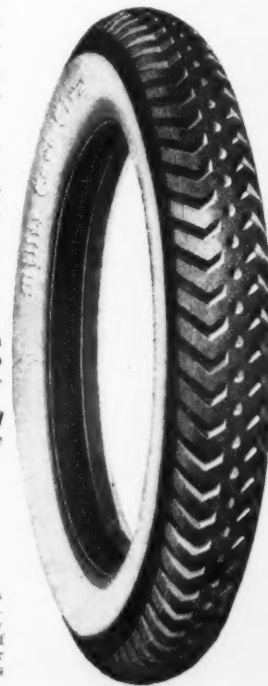
### Tread Patented

Center tread smooth with suction cups to firmly grasp wet asphalt.

Geared-to-the-Road side treads mesh like cogs in dirt.

THE MILLER RUBBER CO.  
Akron, Ohio

Makers of Miller Uniform Geared-to-the-Road Tires. Also Miller Red and Gray Inner Tubes. Makers also of Miller Surgeons Grade Rubber Goods for Homes as well as Hospitals.



**Miller Tires**  
Cords      Geared-to-the-Road      Fabrics  
Registered U. S. Patent Office  
The Contest Winners

# **Champion** Dependable Spark Plugs

## Factory Equipment on Ford Cars Since 1911

IT is quite unnecessary for Ford owners to risk experimenting with spark plugs.

A long time ago, in 1911, the Ford Motor Company chose Champion Spark Plugs as best adapted to the requirements of the Ford car.

The judgment of Ford engineers is summed up in the Ford Motor Company's instruction book as follows:

"There is nothing to be gained by experimenting with different makes of plugs. The make of plugs with which Ford engines are equipped when they leave the factory are best adapted to the requirements of the motor."

Be sure the name Champion is on the Insulator and the World Trade Mark on the Box

**Champion Spark Plug Company, Toledo, Ohio**

Champion Spark Plug Company, of Canada, Limited, Windsor, Ontario




WHEN you see a big car gliding easily up one of those endless hills, it's almost certain that a New Stromberg Carburetor is under the hood.

The Stromberg is vital equipment of the motor car today. It gets more mileage out of a gallon of gas—increases power—cuts down gas bills, which means economy.

If your car is not equipped with a Stromberg, write us for literature. Give name, model and year of your machine.

**STROMBERG MOTOR DEVICES CO.**  
 64 E. 25th Street, Dept. 411, Chicago, Ill.

**New STROMBERG Does it!**  
 CARBURETOR

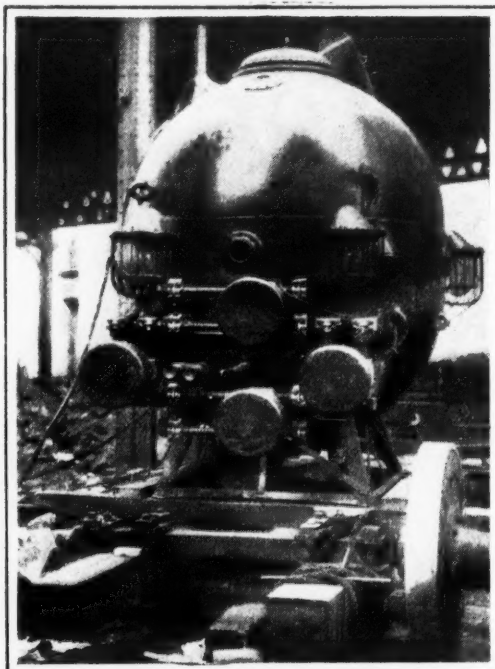
## Odd Facts in the World of Science

Edited by HERWARD CARRINGTON, Ph. D.

### A New Type of Diving-Bell

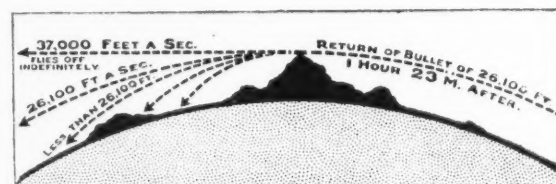
THE accompanying illustration shows us a new type of diving-bell, used for salvaging sunken ships. It is the latest model of this type of machine, and is manufactured by the American Salvage Com-

pany, for the purpose of saving some of the enormous quantity of valuable material which was sent to the bottom of the sea during the late war. The vessel itself could not be raised by this means—only its contents—piece by piece, and slowly. However, as much gold and other valuable material are now at the bottom of the ocean, it would be well worth while! The principle of the ordinary diving-bell is well known. If you invert an ordinary glass tumbler over a bowl of water, and press it down into the water, you will find that the water inside the glass will not rise inside it to any appreciable extent. If you press the glass down two or three inches into the water, not more than half-an-inch of water will have risen inside the glass. The reason is that the glass is filled with air, at ordinary atmospheric pressure; and while this is slightly compressible, it is only compressible to a very limited extent. Hence, you have only to keep up the internal air-pressure in the glass; and the water will never rise inside it. It is the same with the large diving-bells; in their cases the air is pumped into the bell by means of strong air-pumps which maintain the inner pressure, and this allows the divers inside the bell to breathe and work in comparative safety. The new type of diving-bell is of a slightly different principle, and is made of heavy metal, capable of withstanding great pressure, without necessitating such enormous atmospheric pressure within to offset it. The salvaging bell is shown in the picture being carted down Thames St., New York, to be put on board a salvaging vessel.



A diving-bell for salvaging the cargoes of sunken vessels. Note the enormous thickness of the bell, enabling it to withstand great pressure quite easily.

come back and hit the rear-end of the cannon that fired it? It would—provided the exact speed of the projectile could be secured, and that sufficient velocity could be given to the projectile to send it forth from the cannon's mouth with the requisite impetus. It is the pull of gravity which makes objects fall to the earth—moving bodies as well as stationary ones. But the more rapidly they are moving, the greater the tendency on their part to escape or overcome gravity and move away from the earth, in a straight line—out into space. Every boy knows that when he ties a chestnut to the end of a piece of string, and whirls it round and round, the chestnut has a strong tendency to fly away, and actually does so, if the string is released. And the greater the speed of the throw, the further it travels before falling to earth. Theoretically, therefore, it would be possible to fire a projectile with sufficient speed to overcome the attraction of the earth altogether, and fly away into space, never to return. The necessary speed which must be attained to insure this has been calculated. It is believed that any projectile traveling more slowly than 26,100 feet a second will ultimately fall to earth. One fired at precisely 26,100 feet a second would travel completely round the earth, keeping always the same distance above the earth as it was above it when fired, and would come back and hit the gun which fired it 1 hour and 23 minutes after the shot was fired. A projectile fired at the speed



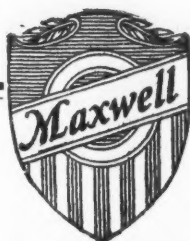
Firing a shot which never falls, but travels completely round the earth, and hits the rear-end of the cannon which fired it. We might get such a result with a speedy enough projectile.

of 37,000 feet a second would fly off indefinitely into space, having overcome the pull of gravity altogether. The accompanying illustration will show this. So far, however, man has not been enabled to perfect a gun which can fire a projectile at this enormous rate of speed—so that, while we now have cannon which shoot 100 miles and more, the shell ultimately falls to earth. It is quite possible, however, that, at no distant day, this greater velocity will be reached, and then we shall be enabled to shoot at the moon—and hit it!

Already it has been demonstrated that by means of a system of "multiple charges" it would be possible to fire a rocket which would overcome the pull of gravity, simply by generating a continuous force, greater than gravity, acting in an opposite direction. So far, however, we know of nothing which acts as a screen to gravity—except only in the slightest degree. A pane of glass will transmit light but is opaque to electricity; while a plate of copper is opaque to electricity but shuts off light, etc. There is no known substance, however, which is opaque to gravitation! Here is a field for interesting speculation and experimentation.

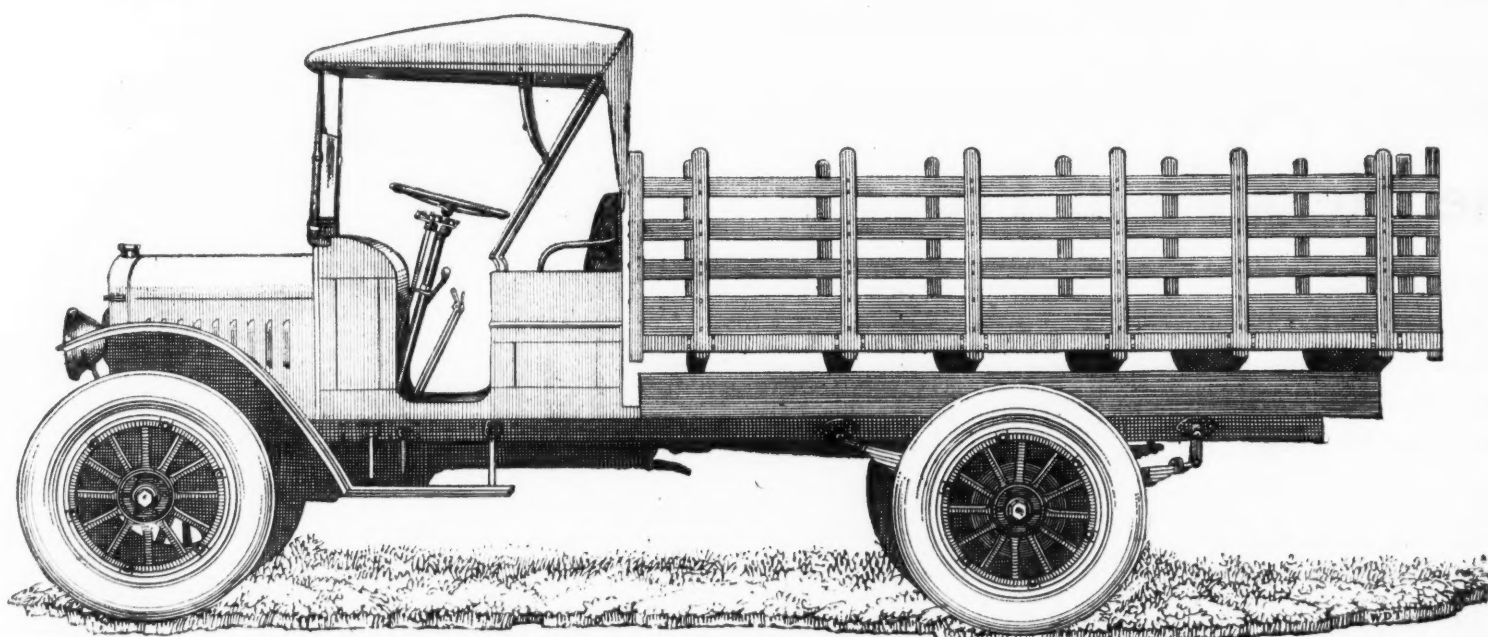
Concluded on page 460





More miles per gallon  
More miles on tires

# MAXWELL 1½ TON TRUCK



**A transportation investment which will pay the careful owner 100% dividend at the end of the first 12 months**

## *Abbreviated Specifications*

**ENGINE**—Four cylinders cast en bloc with Hot Spot and Ram's-horn intake manifold; cone clutch running in oil; transmission bolted to engine; bore 3⅝ inches; stroke, 4½ inches.

**GASOLINE SUPPLY**—Capacity 10½ gallons; positive feed.

**TRANSMISSION**—Three-speed selective type.

**STEERING**—Left side drive; 18-inch steering wheel; irreversible worm steering gear, adjustable.

**CONTROL**—Gear shift lever in center of driving compartment and operated at right of driver; spark and throttle controls operated on quadrant underneath steering wheel; also foot accelerator.

**WHEELBASE**—124 inches.

**TIRES**—35 inches by 5 inches pneumatic cord.

**REAR AXLES**—Worm drive; semi-floating type; extra heavy malleable iron housing.

**FRONT AXLE**—Heavy drop-forged steel I-beam.

**SPRINGS**—Front, 38 inches long, 2¼ inches wide; rear, 52 inches long, 2¼ inches wide; both semi-elliptic.

**FRAME**—Pressed steel construction.

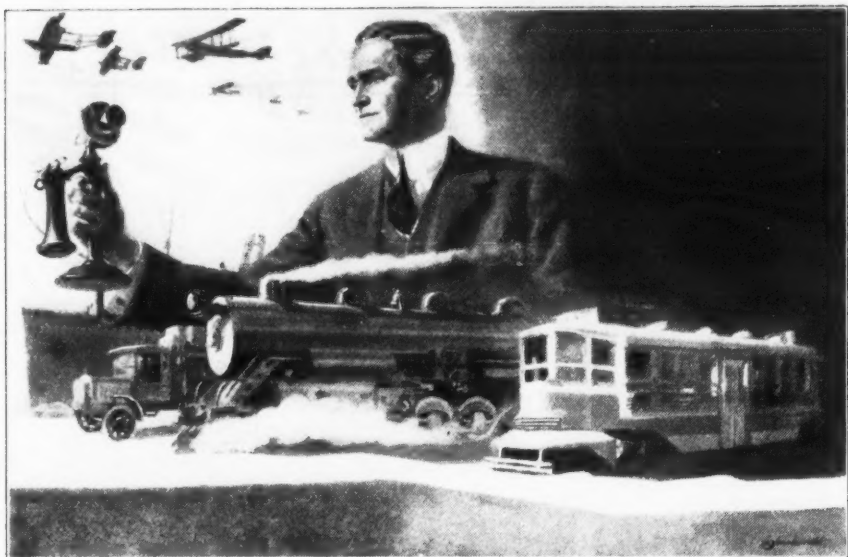
**MATERIALS**—All steel used throughout Maxwell trucks is made from our own formulae, as specified by our chief metallurgist.

**CHASSIS EQUIPMENT**—Electric generator, storage battery, electric head and tail lamps, electric horn, complete set of tools, including jack and tire pump with pneumatic tires; seat and front fenders.

## MAXWELL MOTOR CO., Inc., DETROIT, MICHIGAN

MAXWELL MOTOR CO. OF CANADA, LTD., WINDSOR, ONTARIO

MAXWELL MOTOR SALES CORPORATION, EXPORT DIVISION, 1808 Broadway, New York



## The Measure of Progress

The progress of the past, as well as that of the future, is measured by criticism—for criticism exists only where there is faith in ability to improve.

We do not criticise an ox cart or condemn the tallow dip, for the simple reason that they are obsolete. During the reconstruction period through which our country is now passing, if the public does not criticise any public utility or other form of service, it is be-

cause there seems little hope for improvement.

The intricate mechanism of telephone service is, under the most favorable conditions, subject to criticism, for the reason that it is the most intimate of all personal services.

The accomplishment of the telephone in the past fixed the quality of service demanded today; a greater accomplishment in quality and scope of service will set new standards for the future.



AMERICAN TELEPHONE AND TELEGRAPH COMPANY  
AND ASSOCIATED COMPANIES

One Policy

One System

Universal Service

### ECONOMY renewable FUSES

Were the first line using an inexpensive bare renewal link for restoring a blown fuse to its original efficiency to be APPROVED in ALL CAPACITIES by the Underwriters' Laboratories.

For sale by all leading electrical jobbers and dealers

**ECONOMY FUSE & MFG. CO.**  
Chicago, U. S. A.

Economy Fuses also are made in Canada at Montreal.

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Reliable Guides to the Great Outdoors

NINE different styles—from \$1.50 to \$5.00. If your dealer cannot supply you, remit direct to us. Prices in the Far West and Canada higher.

Booklet, "The Compass—The Guidepost of the World" sent for ten cents in stamps.

**Taylor Instrument Companies**  
ROCHESTER, N. Y.

There's a Tycosor Taylor Thermometer for Every Purpose

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## Odd Facts in the World of Science

Concluded from page 158

### Creation of Life?

DR. LEDUC, a noted French biologist, has lately conducted a series of experiments with what he termed "osmotic growths," obtaining—as the accompanying illustrations show—some very striking results. In order to understand how these

phoric acid and distilled water, combined in various amounts. In still other solutions, liquor ferri pernitrat was substituted for the ammonium phosphate and the phosphoric acid. These tubes, after being heated above the point at which life can exist, were then hermetically sealed—great care having been taken that their contents

should remain aseptic and free from germs and dust. Some of these tubes were then placed in an incubator; others were exposed for a few days to the action of diffuse daylight at the temperature of the air. However, when they were broken open and their contents submitted to microscopic examination, the liquids were found to be swarming with minute living forms. In fact, bacilli, vibriones, cocci, streptococci, torulae, and germs of fungi were all found to be present—forms



Artificial flower garden created from chemicals and water by Dr. LeDuc, of France. The flowers are of many different colors and vary in composition from the stalks.

results were secured, it is necessary to understand what is meant by "osmosis."

Osmosis is a phenomenon which is present in all living organisms: it is the process by which substances held in solution may pass through natural membranes: it is that process by virtue of which the food of warm-blooded animals passes through the walls of the intestines into the blood.

Dr. LeDuc discovered that when a solution of certain salts was enclosed in a natural membrane and suspended in a second solution of different concentration, the salts of the first solution would pass through the membrane and form curious, lifelike growths in the second. In this manner shapes resembling the lower order of sponges were produced. Shells, reeds, ferns, mushrooms and even miniature trees—with variegated flowers upon them—trees almost identical, so far as shape and structure are concerned, with certain sea-growths from which the free generations of the jelly fish spring—were also obtained. In fact, it seemed only necessary to manipulate the concentrations of the solutions used in order to secure any kind or degree of growth that could be desired. The accompanying illustrations will give the reader a good idea of some of Dr. LeDuc's "osmotic gardens."

But are these osmotic growths genuine forms of life? Again the answer is, No; for, while they bear the semblance of living organisms, they do not meet one of the ultimate tests of life, which is the ability to reproduce.

This criticism, however, cannot be lodged against certain forms which Charlton Bastian, M.D., F.R.S., the English scientist, claims to have produced. In his books, "The Evolution of Life," "The Origin of Life," and "The Nature and Origin of Living Matter," Dr. Bastian recounts certain experiments which seem actually to have resulted in the generation of living from non-living matter.

Into sterilized tubes of soft glass, Dr. Bastian introduced solutions of sodium silicate, ammonium phosphate, dilute phos-

with which biologists have long been familiar, and about whose "livingness" there can not be the shadow of a doubt. The microphotographs of a number of these are reproduced herewith.

It is true that these experiments of Dr. Bastian's have not, for various reasons, proved convincing to the majority of biologists: but it must be admitted that they are extremely valuable and interesting, and seem to bring home to us, as few other experiments do, the reality of the possible "creation of life." Theoretically, if life spontaneously originated at one time upon our planet—as we know it did and must have—there seems no reason why it



Artificial mushrooms, created by chemicals and water in Dr. LeDuc's famous experiments.

should not be so originated now. It is true that chemical and atmospheric conditions may have been very different then from the present conditions; but there seems no good reason to suppose that all these conditions might not be duplicated on a small scale in the chemical laboratory. Even supposing that a greater percentage of carbon was in the atmosphere, that the average heat was greater, the humidity higher, etc., still, all these conditions can be imitated or duplicated with the greatest exactitude in the laboratory; so that there seems to be no good reason, *a priori*, why such conditions cannot be artificially prepared or created now. Dr. Bastian asserts that he has provided them, and that primitive forms of life result in consequence. It remains for the future to disclose what further researches in this fascinating realm

may yield. Should these experiments in the creation of life prove conclusive, however, they will throw a valuable light upon the origin of life. It has been asserted that life never originates from non-life—organic from inorganic matter. And yet this is apparently what takes place every day in the case of vegetables, which build themselves and grow by building inorganic matter into their organic form.



Imitation shells. They are exact duplicates of those created by living creatures and composed of the same elements



# —but the roof didn't burn

**I**F only the walls had been as faithful as the roof! But no—the roof was Johns-Manville Asbestos that smothered the fire—actually fell on it, blanketed it, literally choked it to death!

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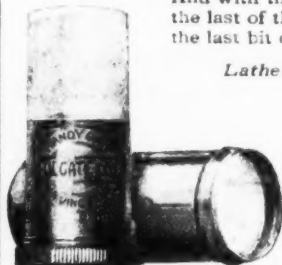
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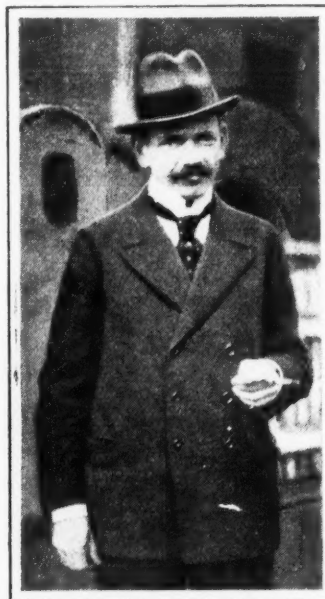
Concluded from page 449

working out of the Treaty under the microscope, and is reporting to Americans a state of belief which they would readily discover for themselves if on the spot. If we are going to be drawn into the complications resulting from the weaving of the web and woof of European doings and action, let us also look at the yarn as it is being fed out. Log-rolling exists internationally as well as on a smaller scale.

The maintaining of Europe's position in the world is a trade proposition, and depends upon export and import. The population could not otherwise be supported. The "war to end war" did not alter the fact that when the trade struggle eventually narrows down again to intensity there will not be enough export business to go round. The issue of economic supremacy will again come to the fore. Back in the old days of only a score of years ago when the world was dealing in millions instead of billions (in gold, however, and not paper) Cecil Rhodes achieved notice by declaring that he dreamed in empires. The phrase then may have been considered more poetical than hard business, but today one must think unabashed of gigantic possibilities or the other man will think of them first. For instance, one must know that already the question, "Shall it be up Danube or down Danube trade?" has become heir to the *welt-politik* idea of the "Berlin to Bagdad route." Meaning that political-commercial foundations

trade lies between Germany and England. It has been very good business for England to foster the ambitions and aspirations of the Letts and Lithuanians in view of the likelihood of Riga as an advantageous gateway. On the other hand I have had a Polish banker explain to me his conversations with British capitalists regarding a scheme for a railway and canal system across Poland which, when developed, would conjointly work in with the prosperous industrial exploitation of Poland's resources and would afford a trade route for Great Britain into the heart of Southern Russia, the port of Danzig being the entry, and with Warsaw serving as a great warehouse base. Under this scheme the interests of both would be so interlinked that Danzig might well become for Poland the port of her aspirations and dreams.

But just now nobody knows where nor in what manner the Russian trade cat is going to jump. The situation is about as amiable as a wounded grizzly. As for the rest of Eastern Europe, the political problems aggravate the economic ones and the economic ones stagger the political. The new countries are declaring that they are being held as markets (however poverty-stricken) for finished products instead of being allowed raw materials. Old territorial unions which were deemed to have been rotten politically are being discussed as new economic unions. The surprises of yesterday are the accepted facts of today; and today's surprises, which are being de-



Admiral Borowski, Chief of the Polish Navy and one of the representatives of the Polish Republic at Danzig. He has perhaps led as adventurous a life as any man of the present century. In the Russo-Japanese war he commanded a torpedo boat at Port Arthur and escaped by sailing directly through the Japanese fleet. During the present war he was captured, taken aboard a submarine and later interned. As an exchanged prisoner he was recognized by the Bolsheviks, his family held as hostages and he compelled to serve as Chief Engineer of the Bolshevik Navy. On hearing that his family had escaped he effected his own escape on the day that he was ordered to be executed.

are now being laid which will determine whether Southeastern and South Central Europe will be the field for commercial penetration by the British Empire or whether Central Europe trade will flow down the current toward the markets of Asia. While the American State Department has not recognized the existence of Lithuania as a new state, British banking interests have very expeditiously and efficiently formed a trust to manage the economic affairs of that country.

As for Danzig? The struggle for Russian

declared impossible because they are surprises, are crystallizing into form over night. Insolvency over against latent resources, and famine and typhus and the itch of unrest over against extreme national patriotism—all are contrasts tied together and dumped into the same pudding. The Turks are out of Europe (prospectively) one day, and back again the next, and the French papers are questioning whether this means a new British protectorate.

On this uncertain sea, sails are going to be trimmed as the captains can best set them.

## The Peace in Pieces

Concluded from page 441

not be brought before a tribunal. The Adriatic question will be submitted to a new examination. There is talk, with good reason, of the necessity of revising certain articles of an economic character in regard to Germany. It seems as if the Allies themselves understand today that they have gone too far and that by ruining the old German empire they may ruin themselves, if Germany is not able to fulfil its contracts.

Therefore, do not let us be deceived—the Treaty of Versailles is going to pieces and a revision of this unsound instrument is inevitable. America's part in the matter

is clear. Having completed the destruction of Prussian militarism and thus having attained its goal, it has for itself, not being desirous of territorial acquisition nor monetary considerations, the beautiful task to mitigate hatred and to make victorious the principles of humanity for which the great transoceanic republic went into the war. And if these disinterested principles should meet with insurmountable objections from the former allies, the United States might put down the cards, and it would be egotistical Europe which would bear the consequences.



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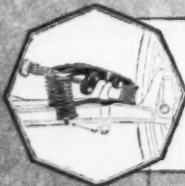
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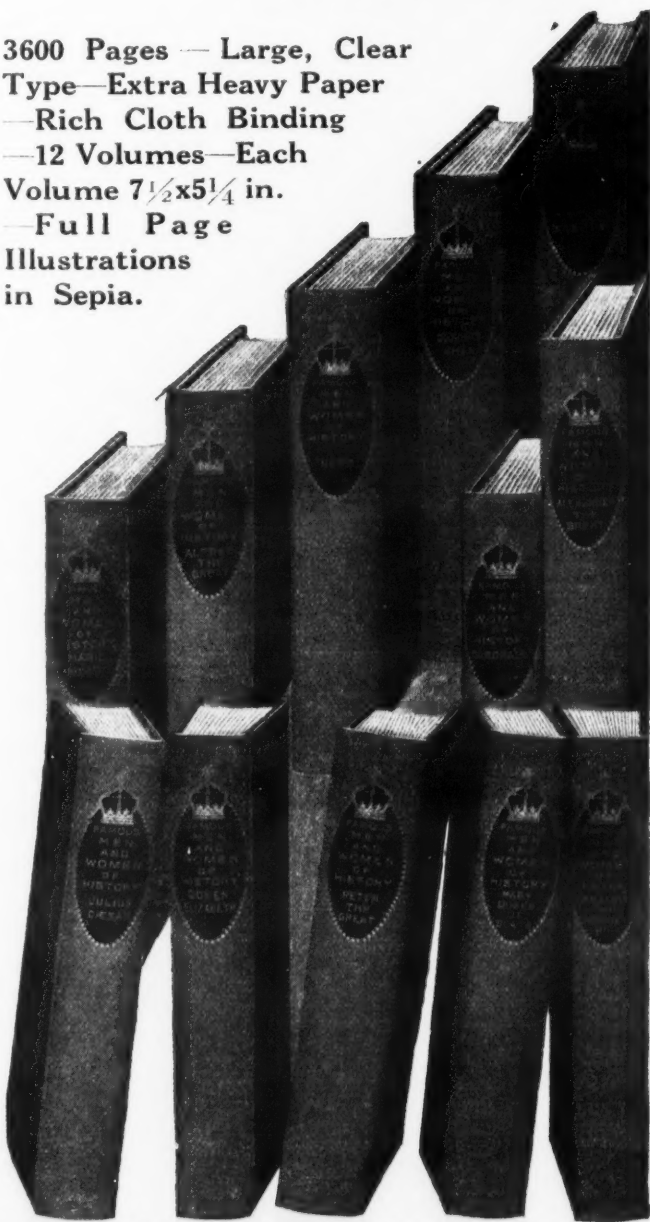
He achieved his most romantic dreams through an impulsive energy and high physical courage that led him into unheard-of adventures, through scenes of the greatest magnificence and splendor. All the world looked on with astonishment. The despots of the earth trembled at his name.

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## The Land of Roaring Humor

Continued from page 446

bah Jove!" exclaims the tall blonde major with sea-blue eyes, "Rawther!"

"But," I question impatiently, "have you any confirmation of its authenticity?"

"Eh, wot-wot-wot?" irritably replies the blonde major, "if your bally over-worked railway engineers would arouse themselves from their winter's sleep we might jolly well have an opportunity of chewing Lenine's ankles ourselves—topping idea—wot-wot?"

Dauntlessness is a requisite which all Siberian reporters must possess. Already Dad Whiffen may have stumbled upon the hidden source of confirmation and at that very moment might be digging the ice floes from between the keys of his Corona No. 3 preparatory to regaling the great American public with the important event. I must haste away while there is still unvisited a point of information.

Accordingly I climbed three hills and longed for the perfection of General J. J. Pershing's command. If only Marshal Foch were here—simultaneously with that yearning came the appalling recollection that I had not visited French headquarters. I took out my compass and discovered that I was sou'west by east and a quarter north. I decided that by tacking three times and then putting helm hard a'lee and coming into the wind I would come to anchor at Numero Chetyre Alerekhudinsk some time.

"Mais oui, mademoiselle," began the dapper horizon-blue-clothed officer, "I think it is maybe how you say it true. Mais ca serait if M'sieu Lenine have bite dat chien Semenov. La Belle France how she have suffered, mais we suffer worse in Siberia. It is many months we are here, still nossing can we do. My pouls he want all de time fight mais," he shrugged his expressive shoulders, "c'est defendu."

What more he said I failed to hear because I fell asleep in the arms of a chair almost as large as a special delivery stamp. Little cared I whether Whiffen and the gang of typewriter punchers scooped me now. I would sleep on and on and dream that I had visited the Chinese, the Poles, the Serbians, the Germans, the Roumanians, the Ukrainians, the Pomeranians—

But hardly had my twenty-ton eyelids flopped for wink number two when the irresistible and irrepressible Whiffen dashed through the door. An accompanying Siberian zephyr played hide-and-seek up and down my back-bone and I came instantly back to consciousness of my duty.

"Has it been confirmed?" I asked eagerly.

"Yes," exclaimed the news gatherer, "they have captured the entire Trans-Siberian line, cut off all Allied communication, annihilated the troops in the interior and are now advancing on the rear end of Vladivostok and there are ten thousand Bolshevik sympathizers in town all armed and ready to wipe us out when the first column enters the city."

I didn't faint. My over-taxed brain refused to even quiver under the announcement and clung doggedly to the story it had started on cons before.

"But I mean about Lenine," I persisted.

Whiffen had a perfect Russian convulsion and after it passed said in an awed voice, "Are you still working on that story? Why it's so old that the Baptist annual wouldn't print it. Since I gave you that tip I've been working on the report that the Czechs had all joined the Bolsheviks—that Kalmykoff had gone crazy and wiped out the American contingent at Khabarovsk—that Japan had declared war on the Allies—that Czar

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When ordering space please send complete "follow-up" so we can be thoroughly conversant regarding your offering.



Nicholas had turned up alive and well in Petrograd with a new son and had re-established the monarchy. But this late one is the best of all. Let's beat the other fellows to it and go meet 'em and get the first interview."

Which suggestion I ignored as peculiarly uninteresting. Besides I might not have as much luck as did Floyd Gibbons at Chateau Thierry.

While they were getting ready to call out the French guard, I slipped inconspicuously through a back door and in conjunction with my hasty conclusions beat what would be called an unarmy and un-war correspondent-like retreat for the U. S. S. *Brooklyn*, and its six-inch guns. I staggered up the gangplank and begged the officer of the deck for news from the front. He covered a wide yawn with a fur mitten and looked at me suspiciously.

"Front," he says, "what front?"

"The Bolshevik front," says I.

"Oh hell!" says he, and walks away.

Whereupon I joined the sentry at headquarters and we closed the day's events

by singing in close harmony the dough-boys' "Dos Vedanya" (farewell) to Siberia.

"Siberia 'tis of thee  
Sad land of treachery,  
Of thee I sing.  
I hate your rocks and chills  
Your woods and Bolshevik thrills.  
My heart with shame does fill  
For you and me.

I came to fight for thee  
In Freedom's sympathy,  
I stayed to sing.  
Land where my nation's pride  
Died with mine side by side,  
Land where we only hide  
The Bolsheviks to chide.

Some day we'll have to fight  
For Freedom's holy right  
Then we'll go home.  
We'll leave this land of lust,  
Of hate, of filth, of foreign dust.  
With hearts in deep disgust  
We'll sail for home.

Author Unknown.

## The Open Shop in Seattle

Concluded from page 438

The plan does not mean discrimination against or opposition to unions, for the right of both employees and employers to organize is recognized by the people of the United States who are the rulers of this country. The American plan recognizes the unions in their proper place as mutual organizations for the betterment of employees.

The American Plan does mean the overthrow of the domination over the employees of industry and over industry itself of those radicals of union labor who deny the right of any man to work if he does not belong to a union; who deny the right of the employer to run his own business and who so hamper and restrict production in industry as to bring costs to a prohibitive figure and industry to a standstill.

The American Plan does not interfere with the right of collective bargaining between employees and employers for the establishment of fair wages and proper working conditions, for honest service and satisfactory output.

The American Plan does not mean reduction of wages. It means the maintenance of American standards of wages and living. It means a living wage for all, higher wages for those with the intelligence and willingness to increase their own production and reduce the cost of their product.

In a word, the American Plan means full recognition of the rights of all—of the employee, the employers and the public. It means the expansion of industry to meet the demands of the world; it means more employment, more money, more prosperity for all. It means, peace and production in industry.

It is claimed that the conservative and sane elements in the Labor Unions of Seattle are in sympathy with these avowed principles and are prepared to cooperate. There is no conceivable reason why this should not be so. Certainly the citizens of Seattle have learned by costly experience that neither money tyranny nor labor tyranny can bring anything to the community but loss, disintegration and ultimate ruin. Therefore as wise men having learned the stupidity of strife they are setting themselves to find a method of cooperation.

The country will watch with keen interest the progress of the Seattle plan. The Open Shop movement is gaining momentum every day. So far from involving the failure of unionism it proclaims the success of the struggle in which the labor unions have been the leader. It is now recognized by most people that one individual has absolutely no possible chance when he negotiates with a vast impersonal, financial organization. He must either be one of a great organization and carry on his bargaining collectively, or the employing organization must submit itself to the control of moral principles, so that it will extend to an individual, simply on the grounds of moral obligation, the same consideration that it would extend to a great mass of individuals with power to enforce their demands.

The Open Shop is an impossibility except where the management genuinely and from conviction establishes its industrial relations upon such principles of justice

that there can be no reasonable grounds for the interference of outside agencies. The Open Shop presupposes that the employer and the employee will deal justly with each other, not because they are afraid to do otherwise, but because it is right so to do; and they are governed by the same sense of obligation and are ready to submit their lives to the same moral standards.

If this method finds general adoption it will lift our industrial life to a new level of dignity and spiritual worth, hitherto undreamed of. And it will re-establish the human elements in our industrial organism without which the whole fabric will eventually fall into corruption.

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CHARLES E. HUGHES, 296; change from Wilson, 26.  
SENATOR JOHNSON, Calif., 714; change from Wilson, 220.  
WILLIAM H. TAFT, 164; change from Wilson, 56.  
SENATOR BORAH, Idaho, 65; change from Wilson, 14.  
WILLIAM G. McADOO, 113; change from Wilson, 82.  
GOVERNOR LOWDEN, Illinois, 200; change from Wilson, 42.  
SENATOR HARDING, Ohio, 87; change from Wilson, 16.  
GENERAL PERSHING, 53; change from Wilson, 18.  
SENATOR SUTHERLAND, West Va., 363; change from Wilson, 111.  
SENATOR POINDEXTER, Washington, 170; change from Wilson, 32.  
GOVERNOR COOLIDGE, Mass., 54; change from Wilson, 16.  
EUGENE V. DEBS, 177; change from Wilson, 65.  
GOVERNOR COX, Ohio, 70; change from Wilson, 67.  
OLE HANSON, Seattle, 351; change from Wilson, 86.  
HERBERT HOOVER, 60; change from Wilson, 36.  
Scattering votes for 74 others 502, including all candidates receiving less than 50 votes each.



# Spicer

## UNIVERSAL JOINTS AND PROPELLER SHAFTS

**INSPECTIONS** which control the vital dimensions to the thousandth part of an inch—inspections which ensure perfectly fitting parts and the maximum of durability through year after year of the hardest service—check and re-check SPICER UNIVERSAL JOINTS and PROPELLER SHAFTS at every stage of their manufacture.

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A request on your letterhead brings an illustrated booklet.

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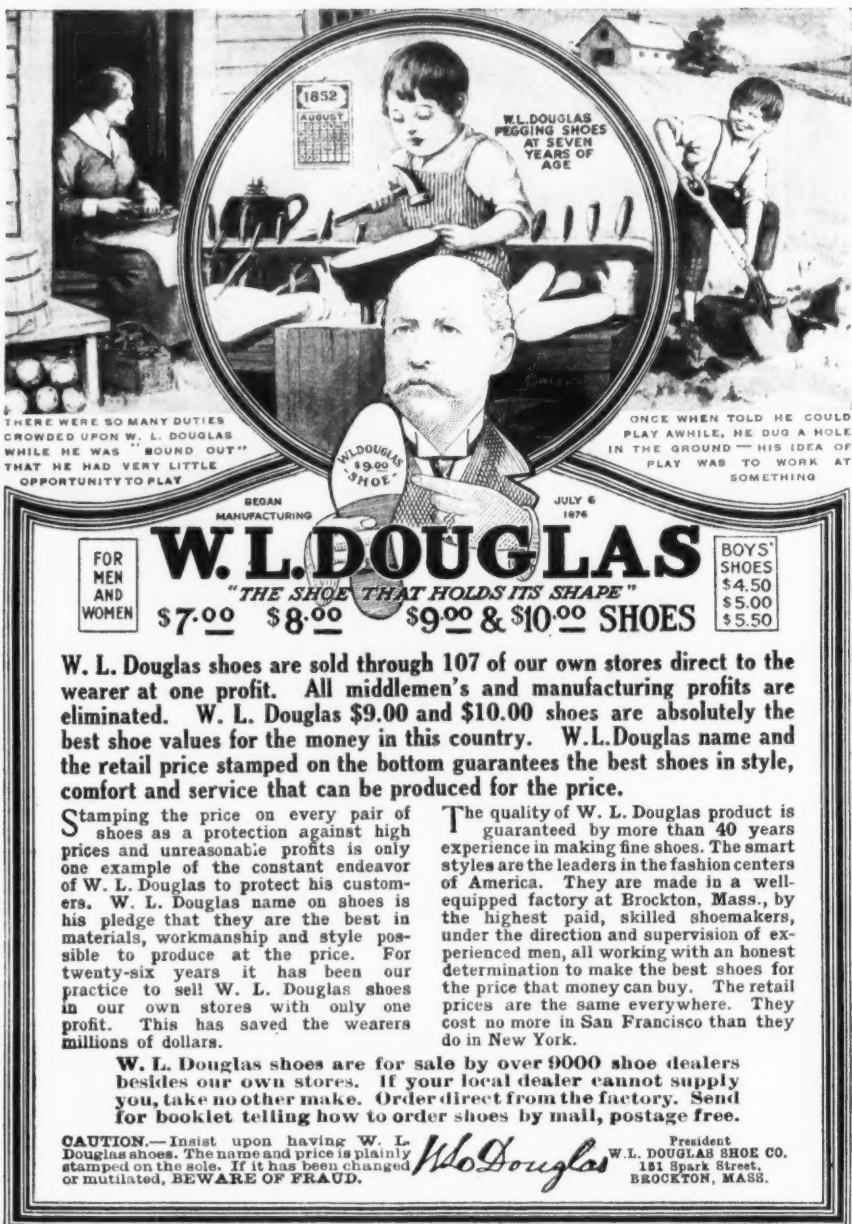
Inspection. Number Twenty-one of a series of SPICER advertisements.

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Spicer Propeller Shaft





1852  
AUGUST  
W.L. DOUGLAS  
PEGGING SHOES  
AT SEVEN  
YEARS OF  
AGE

ONCE WHEN TOLD HE COULD  
PLAY AWHILE, HE DUG A HOLE  
IN THE GROUND—HIS IDEA OF  
PLAY WAS TO WORK AT  
SOMETHING

FOR MEN AND WOMEN

**W. L. DOUGLAS**  
"THE SHOE THAT HOLDS ITS SHAPE"

\$7.00 \$8.00 \$9.00 & \$10.00 SHOES

BOYS' SHOES \$4.50 \$5.00 \$5.50

W. L. Douglas shoes are sold through 107 of our own stores direct to the wearer at one profit. All middlemen's and manufacturing profits are eliminated. W. L. Douglas \$9.00 and \$10.00 shoes are absolutely the best shoe values for the money in this country. W. L. Douglas name and the retail price stamped on the bottom guarantees the best shoes in style, comfort and service that can be produced for the price.

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W. L. Douglas shoes are for sale by over 9000 shoe dealers besides our own stores. If your local dealer cannot supply you, take no other make. Order direct from the factory. Send for booklet telling how to order shoes by mail, postage free.

CAUTION.—Insist upon having W. L. Douglas shoes. The name and price is plainly stamped on the sole. If it has been changed or mutilated, BEWARE OF FRAUD.

President  
W. L. DOUGLAS SHOE CO.  
151 Spark Street,  
BROCKTON, MASS.

## What Ails Our Merchant Marine?

Continued from page 438

Novorossisk for the Denikin army last October, and spent a month trying to find a return cargo from the Black Sea, without success. At that very moment the governments of Armenia and Georgia were begging the American Mission to the Caucasus to help them find ships to carry manganese ore, hides, spirits, wool, tobacco and ferrous sulphate to the United States. Ship and shippers never got together.

The matter of return freights is a question of agents, and good steamship agents are not secured overnight. There are countries in South America where the Hamburg Amerika Line has kept its agents on salary during the entire period of the war, so as to have them on the job the moment the war should be over. Little good will it do them now! But in most ports any experienced established agent an American ship might obtain is already the agent of one or more British shipping companies, and is often himself an Englishman.

Now aside from any feeling he may have in the matter, this agent knows that the British company he represents is a permanent institution. He has represented it for years, and he expects to handle its business for the rest of his life. About the American ships he knows nothing. The companies for the most part are so new that he can not find them in his *Lloyd Register*. That compendious work informs him that the United States Shipping Board operates some 300 ships—but when they reach him he finds that they are actually being operated by various companies of which he has never heard and of whose permanence he has grave doubts. So when he has a choice of throwing a cargo for the United States to an American or a British ship—the British ship gets it. I was in Smyrna when a British and an American ship arrived together. Both had the same agent. The agent knew of 900 tons of cargo in Smyrna and 5,000 tons in Kavalla—all for the United States. He gave the American ship the 900 tons and sent the British ship to Kavalla for the 5,000 tons.

It is impossible for one who has not seen it to get any conception of the panic among the English over what they are pleased to regard as the menace of American shipping. During the past three months, in Batoum, Novorossisk, Constantinople, Smyrna, Naples, Oran, Gibraltar, Seville, I have heard of little else. The masters of British vessels seem to have the *Times* figures pasted in their hats:

During the war, England lost 5,202,000 tons of shipping; the United States gained 6,720,000 tons.

In 1914, 41% of the world's tonnage was British while 4.5% was American.

In 1917, 34% was British and 25% American.

In July, 1918, British ships carried 43% of the transatlantic tonnage; the United States 26%.

In July, 1919, British ships carried 34% of the United States 35%.

With these figures obsessing Englishmen in shipping circles, as they unquestionably do at present, it is manifestly absurd for us to depend upon these same Englishmen to help us to find cargoes for our ships. They are not going to help us; they are going to hurt us, if they can. And they can.

The Shipping Board has appreciated this, and has sent a few of its own men into the field, Americans to look for American business. In Gibraltar, Alexandria and Constantinople, at least, a start has been made. But these men are looking out for the interests of the Shipping Board ships. American companies who have bought and paid for their ships and are trying to build up a shipping business on permanent, self-supporting lines have to look out for themselves.

## First aid in every household—Musterole

Cough, cough, cough. How it racks little Dorothy and passes on to mother and grandma and holds a croup danger for all the little ones!

Hurry, there, with the Musterole, that pure, white ointment that is better than a mustard plaster—and it will not bring a blister. Massage it gently over the chest and neck. Feel the tingle, then the cool delightfulness as Musterole searches down. It will penetrate, never fear. It will rout that old congestion clear away.

Musterole is a pure, white ointment made from oil of mustard and a few home simples! Musterole searches in under the skin down to the heart of the congestion. There it generates a peculiar congestion-dispersing heat. Yet this heat will not blister. On the contrary you feel a relieving sense of delightful coolness. Rub Musterole over the spot. And you get relief while you use it; for Musterole results usually follow immediately.

On no account fail to have a jar of Musterole handy. For coughs and colds and even the congestions of rheumatism or lumbago Musterole is wonderful. Many doctors and nurses recommend Musterole.

30c and 60c jars—\$2.50 hospital size. The Musterole Co., Cleveland, Ohio  
BETTER THAN A MUSTARD PLASTER



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Immediate possession on our liberal Easy Monthly Payment plan—the most liberal terms ever offered on a high grade bicycle.

FACTORY TO RIDER prices save you money. We make our bicycles in our own new model factory and sell direct to you. We put real quality in them and our bicycles must satisfy you.

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MEAD CYCLE COMPANY  
Dept. W-174, Chicago



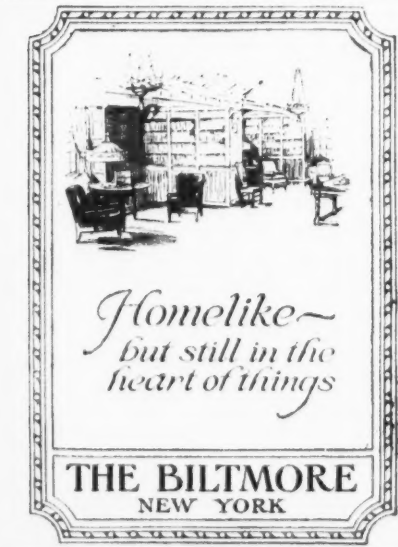
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Our amazing method of teaching ear-playing by mail teaches popular songs and jazz perfectly. You don't have to know a note. A new way, absolutely different. No scales or difficult studies to discourage you. It is simple, quick and inexpensive. You're doubtful? So were the others. Send for FREE Booklet, and you'll understand.

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GREIDER'S FINE CATALOG of fine bred poultry for 1920; all choicest breeds illustrated and described; information on poultry, how to make hens lay, grow chicks—all facts. Low price on breeding stock and hatching eggs. 25 years in business. This book only 10c. B. H. Greider, Box 133, Rheoma, Pa.

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but still in the  
heart of things

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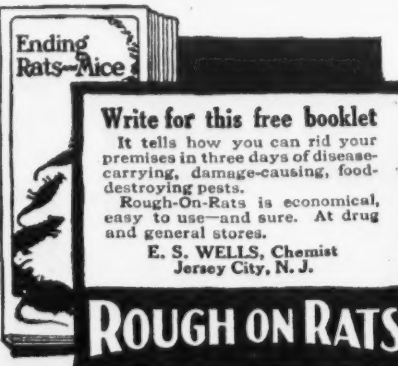
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Fine percale coat style shirts, assorted, stripes, laundered or soft cuffs. Neat and dressy.

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Write for this free booklet  
It tells how you can rid your premises in three days of disease-carrying, damage-causing, food-destroying pests.  
Rough-On-Rats is economical, easy to use—and sure. At drug and general stores.  
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**ROUGH ON RATS**



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**Send Your Name and We'll Send You a Lachnite**

DON'T send a penny. Just send your name and say: "Send me a Lachnite mounted in a solid gold ring on 10 days' free trial." We will send it prepaid right to your home. When it comes merely deposit \$4.75 with the postman and then wear the ring for 10 full days. If you, or if any of your friends can tell it from a diamond, send it back. But if you decide to buy it—send us \$2.50 a month until \$18.75 has been paid.

Write Today Send your name now. Tell us which of the solid gold rings illustrated above you wish (ladies' or men's). Be sure to send finger size.  
Harold Lechman Co., 12 N. Michigan Av. Dept. 2444 Chicago



Yet it is quite possible that the Shipping Board will not be a permanent institution. The real hope of our merchant marine is the fellow who goes into it on his own, operating his own ships, as a business not as an experiment. And that fellow is greatly handicapped because he cannot possibly maintain his own agents in every port—and the American agents who are there—the Shipping Board men—are really working in competition with him.

What is the answer? The answer—at least the permanent answer—is not in the latest move of the Shipping Board in ceding the operation of all Government-owned vessels to private companies, on a profit-sharing basis. So long as the world's shipping has not recovered from the war, the new arrangement will pay the operating company, though it will probably not pay the Government enough to cover the overhead of the Shipping Board.

The real answer to the cargo problem—which is half the shipping game—is a Government agency of some sort in the foreign field, to be alive and doing in search of cargoes as well as markets. At present that Government agency is the Shipping Board. Hitherto, it has maintained representatives in central foreign ports—as Gibraltar and Constantinople—to look after the interests of Shipping Board vessels, whether operated by lessors or by the Shipping Board, itself.

But, after all, what is the Shipping Board? An United States Government thing, is it not? And its funds are public funds. There should therefore be nothing incongruous in the foreign representatives of the Shipping Board furnishing their information and their assistance to all American-owned ships, under the American flag, whether Shipping Board ships or not.

Indeed, anything else is Government competition with private enterprise, and should the Shipping Board be done away with the representatives all ready in the field could be transferred to the Department of Commerce and retained in function, precisely as a consul is, until such time as an American Merchant Marine is well and firmly on its bottom.

The second vital factor in merchant shipping is time.

Here also the question of agents—or foreign representatives of one sort or another—enters very materially. In the shipping business more than in any other delay is fatal. It is as if a factory owner were to stop work from time to time with all his employees on full pay. If it costs \$1,200.00 per day to operate a ship, that ship has to get a hundred tons of cargo to pay her just for waiting 24 hours. No ship can afford to hang around on the off chance of getting cargo—the cargo has to be ready when the ship is ready. And that is the business of the agent or the foreign representative, who must have knowledge enough of foreign markets to nose out cargoes and push enough to get them ready for shipment on time.

This is not the only phase of the time problem. There are delays more costly than merely waiting for cargoes—delays that bring in nothing and eat up precious time. Foremost among these is repairs.

What may do more than anything else to discourage the men who have invested their money in the shipping game, as an experiment—who will give it a trial for a year or so and then abandon it altogether if it does not pay—is the fact that with a great many of the ships built during the war such an immense amount of patching up is constantly necessary.

Besides the two essentials of cargoes and time, there is necessary in shipping as in any other business, the requirement of ordinary economy—knowledge of where and of whom to buy stores, fuel or water; where to have repairs made and what they should cost, and so on. So many of the newer companies who are now to have complete control of the Government's ships are forced to gain this knowledge at considerable cost.

The Shipping Board has tried to compile necessary information of this sort by placing supercargoes—direct representatives of the Shipping Board—on its ships, whether operated by the Shipping Board or by private lessees. But these supercargoes have too often been youngsters, with no knowledge of shipping before they went to the Shipping Board School for supercargoes, and none whatever of foreign countries, languages, methods of business or markets, with the result that they have not been worth their cost. In this field as well as in the matter of cargoes, a permanent representative of American shipping in foreign ports would be more valuable than a dozen supercargoes at \$175.00 per month, and found.

The ancient piratical firm of Sir Henry Morgan & Wm. Kidd has its modern counterpart in the ship-chandler—the man who sells the ship anything from a dozen eggs to an anchor. He more than any one knows the value of time to a vessel, and he is prepared to make immediate delivery of the required stores—coal, oil, rope or anything else the ship needs—at a modest little profit of several thousand per cent., occasionally split with the master. The ship-chandler knows very well that the master of a vessel cannot afford to spend a day or two in harbor, while he is ashore bargaining for stores, in person. So the ship-chandler grades his profit to the necessity which drives the master, and the owners pay.

There is a vast deal of graft in purchases of supplies, and the newcomers in the shipping game have to learn how to meet and balk it. I have known of the chief steward of a passenger vessel who made it a regular day before sailing business to collect from every firm supplying stores to the vessel a lagnappe which totaled between \$500.00 and \$600.00 per voyage. With a dozen voyages per year, the steward was able to put by a tidy sum outside his salary. And the furnishers not only charged this to the company, but added a little graft of their own, safe in the complicity of the steward.

In some cases it is cheaper to carry fuel oil for the entire voyage from the United States; in others it is cheaper to carry only enough for one way, and to buy abroad for the return journey. These things the operating companies must know, if they are to make a success of merchant shipping. Just at present many of the newer companies do not know these things.

If we are to have a merchant marine—and there is no reason in business or trade why we should not—it must be, first of all, organized along the orderly, certain lines of any other business, without needless waste, graft or lost motion. This means, of course, an attentive study of the requirements and the resources of foreign countries. At present such a study is partly the business of the Department of Commerce and partly that of the Department of State. The results of the researches of these two executive departments are voluminous; but they are not really cast in a mould to be of maximum value to merchant shippers. The shipping problem must be taken into consideration, as such. Information about available cargoes and immediate trade needs in certain shipping zones, as the Black Sea, the Baltic or the Grecian archipelago, for example, should be assembled in a way to be at once significant and directly useful to ship operators and owners.

Collating and keeping track of this data would be one of the functions of a permanent shipping representative attached, say, to the American Consulates in leading foreign ports, as in default of such a representative it must be the business of such agents—rarely Americans and rarely disinterested—as private ship owners are able to obtain. It is useless to say that the consuls should do this work; they cannot, and even if they could, they do not, nor are they chosen with any such work as has been herein described in view.

## West and East of one mind about Insurance Protection

(Selwyn from Seattle is walking down Fifth Avenue and at Forty-third Street meets his old New York friend, Nevins.)

SELWYN: Well, well, "Nev," how are you? I was just on my way down to your office.

NEVINS: You were? I was just on my way to your hotel and we meet about half way, don't we?

SELWYN: Yes, and at just about the center of "the old town," too.

NEVINS: That's what the Postal Life people over there say. Maybe you saw that "swell" booklet the Company got out some time ago. Let's see; what did they call it?

SELWYN: Now "I got you." The name was "Near The Center Of New York." It was printed about the time the Company moved into the building over there, about four years ago.

NEVINS: How do you happen to know so much about it?

SELWYN: It's because I am a policyholder in the Company, I suppose.

NEVINS: Are you? Well, you haven't anything "on me" at that. I've been a policyholder about fourteen years.

SELWYN: (Laughing) How have you managed to keep up your payments so long?

NEVINS: (Laughing) Oh, they let me pay monthly and I do not miss the money.

SELWYN: "Me too." I missed my payments so little that I took out another policy a while ago.

NEVINS: Good work. I'd do that now if I had not passed the age limit.

SELWYN: You don't mean to tell me you are past 60?

NEVINS: I sure am; but don't feel it.

SELWYN: And you certainly don't



look it. You must have "hooked up" pretty close to the Postal's Health Bureau.

NEVINS: I certainly have. I read the Health Bulletins carefully and follow them as closely as I can. They're certainly worth while.

SELWYN: Sure thing. And that fine building over there is worth while too.

NEVINS: It won the Gold Medal from the Fifth Avenue Association.

SELWYN: Well, out West the Postal, as Shakespeare says, has "won golden opinions from all sorts of people."

NEVINS: Right you are and "believe me" we New Yorkers are enthusiastic. Let's move on down the line or first thing you know we'll be drawing a crowd.

SELWYN: All right. I'm with you. (They walk down the Avenue.)

"Drawing a crowd." In a way, that is what the POSTAL LIFE has been doing, especially during the current year—the largest thus far in its history. But each year, whatever the size of the "crowd," it has been distinctly discriminating. This "discriminating crowd" from all over the country has carefully considered the important question of sound insurance-protection at low net cost and has picked out the POSTAL LIFE to solve their insurance-problems, which the Company does along the line of

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3. The exact date of your birth.

You will receive full information based on official reports regularly filed with the New York State Insurance Department. Writing places you under no obligation and no agent will be sent to visit you. The resultant commission-savings go to you because you deal direct.

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in your Policy  
and the Usual  
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WM. R. MALONE, President

511 Fifth Avenue, Corner 43rd Street, New York



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P. J. DREHER

President of the California Fruit Growers Association, which includes 10,000 producers, representing 200 associations, and which markets \$75,000,000 worth of various fruits annually.

ROBERT JEMISON

The largest real estate dealer in Birmingham, Ala. He rendered efficient service during the recent war as a member of the Housing Committee of the Emergency Fleet Corporation.

JOHN A. ELLIOTT

President of the Commercial Savings Bank of Des Moines, Iowa, which city is growing rapidly. Mr. Elliott is one of the most progressive and highly esteemed financiers in his State.

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JOSEPH E. THOMAS & CO.  
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### UNDER THIS HEADING

### "Free Booklets for Investors"

on page 469 you will find a descriptive list of booklets and circulars of information which will be of great value in arranging your investments to produce maximum yield with safety. A number of them are prepared especially for the smaller investor and the "beginner in investing."

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safer, though they would not yield so much. The safest investment for your \$5000 would be first-class real estate bonds.

H., EMPORIA, VA.: B. & O. prior lien 3½'s, American T & T 6's, and Consolidated Gas 7's are among issues that may be bought with confidence.

C., BALTIMORE, MD.: B. & O. R. R., Pittsburgh, L. E. and W. Va. Sys. ref. 4's, 1941, appear to be well secured and are a reasonably safe business man's purchase.

B., GLEN COVE, N. Y.: The Atlantic Lobos Oil Co. is a powerful corporation recently formed merging two strong, going companies. The stock should be one of the best long-pull speculations.

S., OWENS, WIS.: French Cities Bonds are reasonably safe. Ottawa Gas bonds are well secured and are a good business man's purchase. Consumers Power Co. gen. and ref. mortgage 7's may confidently be bought. The Canadian Government Victory Loan 5½'s are attractive.

L., BALTIMORE, MD.: You would not go amiss if you invested \$10,000 in Lehigh Valley R. R. Co.'s bonds. The funded debt is comparatively small, the property leaving a large equity for the bonds. There is a big surplus and working capital. The 10-year collateral trust bonds and the consolidated 4½'s make excellent yields.

H., SAN FRANCISCO: American Light and Traction Co. common and United Light and Railways Co. preferred appear, on account of dividends paid, worth holding. Commonwealth Power, Railway and Light preferred is paying dividends in scrip and the common pays nothing. This corporation's stocks are, therefore, not attractive at present.

R., AURORA, MINN.: Kennecott and Granby are among the better-class coppers and should appreciate in case the predicted great demand for and advance in value of the metal should materialize. Marine preferred at \$62 would be a fairly sound business man's investment. Bonds of the City of Winnipeg should be a good purchase, as the city is thriving and its future promising.

P., TROY, N. Y.: You can do safer things with your \$1000 than risk it on the gambling table of foreign exchange. It is said that three-fourths of the Russian rubles and one-half of the German marks now in circulation are counterfeit. The chances for return of currency to normal value are estimated as follows: Austrian 1 in 40, Russian 1 in 30, German 1 in 25, Italian 1 in 20, and French 1 in 10. It would be better to put your money into sound seasoned bonds.

J., ERIE, PA.: The Dayton Power & Light Co.'s first lien and general mortgage 3-year 7% gold bonds are due in March 1923. The company pays interest without deduction for normal Federal income tax not exceeding 2%, and will refund the Pennsylvania four-mill tax to residents of Pennsylvania. The company serves the city of Dayton, Ohio, and fifty-six other communities. Net earnings are about 2½ times interest charges. The bonds were lately offered to yield over 7½%.

L., ST. LOUIS, MO.: The following railroad bonds are legal investments for savings banks in New York, Massachusetts, Connecticut and other States: Atchafalaya gen. mortgage 4's, lately quoted to yield about 5.15%; Atlantic Coast Line Railroad first cons. mortgage 4's, yielding about 5.6%; Illinois Central R. R. first mortgage 4's, yielding about 5.1%; N. Y. C. & H. R. Consolidated mortgage 4's, yielding about 5.25%; and Northern Pacific R. R. prior lien and land grant 4's, yielding about 5.35%.

P., SAN FRANCISCO: The Japanese Government has never failed to meet its obligations. Its bonds traded in this country are undoubtedly safe. There has been unrest in Japan but financiers state that this has not been sufficient to seriously affect the price of the bonds. The low figures at which Japanese bonds may now be bought are explained to be due to sales of large amounts by foreign investors who use the proceeds to buy the money of their own countries at the present low rates of exchange, which plan assures handsome profits.

H., JENKINTOWN, PA.: Canadian Northern Railway equipment trust certificates are probably safe, because the road is owned by the government of the Dominion. Canadian Northern Railway 5½ per cent. gold notes are an excellent investment since they are guaranteed, principal and interest, by the Dominion of Canada. General American Tank Car Corp. 6 per cent. equipment trust certificates are also probably safe, as the corporation is flourishing. Car trust equipment certificates do not have the same solid security behind them as bonds of a company but they are usually taken up as they mature and many investors like them.

C., LEXINGTON, MO.: All three of the stocks you mention belong in the Standard Oil group. The best is Anglo-American Oil, paying about \$1.40. Buckeye Pipe Line paid 16% last year on par (\$50) and Crescent Pipe Line, paid 6% on par (\$50). Anglo-American has had a uniformly prosperous career and is piling up a big surplus, which warrants expectations in time of a melon cutting. The dividend is subject to reduction on account of the low rate of exchange. Other good stocks in the same group are S. O. of New Jersey pfd., S. O. of Ohio pfd., and Ohio Oil, which paid last year 96% on par (\$25) and on March 31st paid 16%.

J., DU BOIS, PA.: It is only rarely advisable to sell Liberty Bonds. If you are resolved to dispose of your holdings, it would be a fair speculation to buy U. S. Steel or Northern Pacific on marked declines. Such stocks as American Woolen pfd., U. S. Steel pfd., Atchafalaya pfd., Pierce Arrow pfd., and Willys-Overland pfd., are better than the common stocks, and with investment quality have speculative possibilities. Issues that are likely to pay stock dividends are apt to discount this possibility before the declaration is made. If the stock dividend is large, it increases the number of shares in the market and tends to decrease the price of each share.

New York, April 3, 1920.

JASPER.

### Free Booklets to Investors

William H. Herbst, 20 Broad St., New York, will mail to any address his booklet L which explains the opportunities offered in the stock market to the buyer of Puts and Calls.

The Title Trust Co., 722 Second Ave., Seattle, Wash., is distributing 6½ per cent. first mortgage bonds secured by apartment houses and in units of \$250 up. Apply to the company for details.

Oklahoma farm mortgages yielding 6 per cent. net may be had of the Godfrey-Brewer Investment Co., Hugo, Oklahoma. The company will furnish to any reader of this department its descriptive circular L.

The Farm Mortgage Trust Co., 544 Jackson St., Topeka, Kan., deals in 6 per cent. first mortgages on improved Kansas and Oklahoma farms. These are in denominations of \$100 up. Write to the company for full details.

Great aid in making good investments is given by the weekly information and suggestions of the widely known "Bache Review." Copies free on application to J. S. Bache & Co., members N. Y. Stock Exchange, 42 Broadway, New York.

Offerings of Nevada silver securities, with unusual possibilities, are made by Wm. Cheadle Borchers, 608-10 Trust & Savings Bldg., Los Angeles, Calif. Geological reports, maps and data furnished on request. Send to Mr. Borchers for circular L.

Joseph E. Thomas & Co., Inc., Third Ave. and Spring St., Seattle, Wash., is in the market with 7 per cent. mortgages on carefully selected and improved Seattle property. The company invites correspondence and is ready to send full particulars.

Aurelius-Swan-on Co., Inc., 28 State National Bank Bldg., Oklahoma City, Okla., offers 7 per cent. first mortgage bonds secured by a modern apartment house located in a choice section. The bonds are in amounts of \$100 up. The company will send full details.

Wherever one may live, it is feasible for him to deposit his money with the Citizens Savings & Trust Co. of Cleveland, Ohio. Deposits sent by mail draw 4 per cent. interest. The company is strong and has been in business fifty years. Its interesting booklet L will be sent on request.

First Mortgages on Miami, Fla., real estate yielding 7 per cent. are offered by G. L. Miller & Co., Miami Trust Bldg., Miami, Fla. These mortgages are bought by banks, and the depositors can buy them and nearly double their income. The company will furnish to any interested party a list of its offerings and booklet No. 41.

Persons desiring to get information and quotations on German City bonds, now obtainable at bargain prices because of the low rates of exchange, and also details regarding other nations' securities, should apply for Circular F. L. to Farson, Son & Co., members N. Y. Stock Exchange, 111 Broadway, New York.

The Federal Bond & Mortgage Co., 90 E. Griswold St., Detroit, Mich., will send to any applicant its new list of offerings of 6 per cent. first mortgage bonds, which it recommends as uncommonly attractive and exceptionally good investments. These issues are amply secured on properties of undoubted value.

Because of existing market conditions, certain securities may be bought which make unusually high yields. Expert advice should be taken in selecting them. Investors looking for better than ordinary chances should send for booklet L-1 to H. M. Bylesby & Co., 111 Broadway, New York, or 208 S. La Salle St., Chicago, Ill.

Investors who desire to properly handle their problems will find much help in two publications issued by Dunham & Co., 43 Exchange Place, New York. These are the "Grey Book," which contains graphic facts of price fluctuations, and the "White Book," which carries statistics of more than 500 companies. These may be obtained, with a monthly instalment plan booklet, by writing to Dunham & Co., for booklet 82-DD.

The properties on which the Miller first mortgage real estate bonds, yielding 7 per cent., are based are non-speculative, including apartments, hotels, stores, offices, warehouses, etc. The properties are well located and income-producing. The bonds are in denominations of \$100 to \$1,000 and mature in from two to ten years. Write for current offerings and booklet "Creating Good Investments," to G. L. Miller & Co., Inc., 1014 Hurt Bldg., Atlanta, Ga.

The widely known bond house of S. W. Straus & Co., 150 Broadway, New York, and Straus Bldg., Chicago, has for thirty-eight years handled investment bonds deemed conservative and safe. The serial first mortgage bonds safeguarded under the Straus plan are generally regarded as reaching a high standard of safety and yield. "Safety and 6½%" giving a full description of these stable securities may be had by writing for Booklet D-1003.

Attractive municipal bonds, yielding 5 to 5½ per cent. and exempt from Federal income taxes, and also other securities yielding as high as 7 per cent., are the latest offerings of the Mercantile Trust Co. of St. Louis, Mo., a strong and responsible institution which is a member of the Federal Reserve System. These issues give investors an excellent opportunity to obtain safety of principal and liberal interest. It is worth while to look into this matter. Write to the company for list BL41.

The mills and factories of New England, numbering over 48,000, send an enormous amount of products to all parts of the world. Many of these establishments are highly prosperous and the stocks and bonds which they have issued are attractive investments. The well-regarded firm of Hollister, White & Co., Inc., 50 Congress St., Boston, Mass., and 92 Cedar St., New York, offers to supply to any investor Booklet LD357, describing seven selected New England preferred stocks yielding 6½ per cent. to 8 per cent. This is an investment chance that deserves consideration.

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In each of our offices you will find representatives well qualified to discuss with you your investment problems. Backed by the service of a nation-wide organization, these men are equipped to recommend the securities which best meet your requirements.

This help may be had for the asking. No matter how much or how little you have to invest, you will be welcome. You will find our office by turning to the telephone book in any one of more than 50 leading cities.

Meanwhile let us send you our Bond Offerings for May, which lists more than 90 bonds, short term notes, and preferred stocks, each of which is recommended as an investment attractive in its class. Ask for L-127.

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## The Melting-Pot

Since the beginning of the World War, \$250,000,000 of sunken treasure has been raised around the British Isles.

More than 50,000 miles of motion picture film, valued at over \$7,000,000, was exported from the United States in 1919.

Former U. S. Minister to China Reinsch says that our policy of "hands off" makes us greatly liked and trusted by the Chinese.

Chairman Butler of the House Naval Affairs Committee declares that the United States will have the world's leading navy in 1924.

So many Mexican laborers are emigrating to the United States that whole towns in Mexico are left without men to carry on necessary work.

Three eminent singers paid income taxes in New York lately as follows: John McCormack \$125,000, Enrico Caruso, \$100,000, and Galli-Curci, \$75,000.

The railroad workers of Lublin, Poland, have memorialized the Polish Diet asking for less pay, declaring it is useless to raise wages when price of living jumps five times as fast.

Owing to greater cost of labor and materials, street car fares have been increased in 460 cities throughout the United States. In 52 cities ten-cent fares are being paid.

A gun has been invented in France which, it is claimed, will throw shells 180 miles, or three times as far as the "Big Bertha" which the Germans used to bombard Paris.

Norman Angell, the noted writer against war, was recently "ragged" by the students of Cambridge University, England, whom he tried to address. Rattles, whistles, shouting, singing and cat-calls interrupted his speech, and he was afterward roughly handled by the students. The police saved him from being ducked.

Before a legislative committee at Frankfort, Ky., Senator Stanley with tears trickling down his cheeks, indignantly denied charges that while he was governor he had sold pardons at \$100 each, or had received butter, pups, shoats, whiskey and various other items from the State Reformatory, either as gifts or at small cost.

When told that the alcoholic ward at Bellevue Hospital, which used to harbor 100 patients at a time, now had only four patients, Charities Commissioner Coler of New York said: "Whatever people may think of prohibition and of the methods used to secure its adoption, prohibition is accomplishing more good results than its extreme advocates have ever claimed."

Let the people think!

## Shows in New York

ATTRACTIONS TO WHICH YOU MAY SAFELY TAKE YOUR DAUGHTER



Harry Beresford in "Shavings"

Astor	East is West	Fay Bainter as an Oriental fascinator	Lyric	His Honor Abe Potash	Barney Bernard
Belasco	The Son-Daughter	Mr. Belasco's China town	Longacre	Adam and Eva	Light comedy
Belmont	The Passion Flower	Tempestuous Spanish drama	Maxine Elliott	What's in a Name?	New revue
Booth	The Purple Mask	Exciting romantic melodrama	Morocco	Sacred and Profane	Elsie Ferguson
Bijou	The Ouija Board	Timely melodrama	New Amster-	Love	Musical revue
Broadhurst	Smilin' Through	Idealism about death	dan	Ed Wynn Carnival	
Casino	My Golden Girl	Victor Herbert tunes	Nora Bayes	Lassie Ruddigore	Musical comedy
Central	As You Were	Laughs and times	Park Theatre	The Wonderful Thing	American singers in
Century	Florodora	Excellent revival	Playhouse	Richard III	Gilbert and Sullivan
Colman, Geo. M.	The Hottentot	Wille Collier	Plymouth	Mrs. Jimmie Thompson	Jeanne Eagles
Colman &	The Acquittal	Interesting melodrama	Princess	The Hole in the Wall	John Barrymore
Harris	My Lady Friends	Bright fun	Punch & Judy	The Sign on the Door	Comedy
Comedy	Abraham Lincoln	Fine portrayal	Republic	Buddies The Blue Flame	Drama
Cort	The Letter of the Law	Lionel Barrymore	Selwyn	Shubert	Engrossing melodrama
Criterion	Deçlassé	Ethel Barrymore at her best	Vanderbilt	Irene	Love in Brittany
Empire	The Storm	Rivals in a cabin			Musical hit
48th Street	Maum's Affair	Harvard prize play			
Fulton	Lightnin'	Amusing character			
Garrick	Jane Clegg	Engrossing drama			
Globe	Apple Blossoms	Krieger operetta			
Harris	Three Showers	Musical comedy			
Henry Miller	The Famous Mrs. Fair	Excellent comedy drama			
Hippodrome	Happy Days	Huge spectacle			
Hudson	Shavings	Refreshing comedy			
Knickerbocker	The Night Boat	Cape Cod characters			
Liberty	Beyond the Horizon	Breezy musical show			
Little		Vivid tragedy			

### RATHER MORE SOPHISTICATED

Eltinge	Breakfast in Bed	Lingerie laughs
44th Street	Look Who's Here	Bright comedy
Greenwich	Sophie	Emily Stevens
Village	The Gold Diggers	Chorus girl comedy
Lyceum	Nine o'Clock Review	Ziegfeld beauties
New Amster-	and Midnight	
dan Roof	Frolic	
10th Street	Scandal	Bedroom drama
Winter Garden	Passing Show	Girls and music





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A manufacturer writes to us:

"We have always carried on a considerable amount of experimental work in connection with lubrication and have held our specification regarding oil very closely to Gargoyle Mobiloils.

"As we are commencing shipments into England, and also France, we are very anxious to get our customers in these countries started on your oils . . .

"We have found that a sample can of Gargoyle Mobiloils going with the machine is important, inasmuch as our customers get excellent service as long as they use the oil supplied and are very prompt to return to your oil as soon as they have tried something else, as they usually do, and find that they do not get the results."



*Engine results* depend upon scientific lubrication.

*Engine results* account for the fact that you seldom find a motorist who "used to use Gargoyle Mobiloils."

Gargoyle Mobiloils are refined from crude oils specially chosen for lubricating qualities—for *engine results*.

*Get engine results.* The present cost of automobiles, spare parts and repair service warrants the use of scientific lubrication as never before.

*For engine results—consult the Chart at the right.*

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*A grade for each type of motor*

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### Correct AUTOMOBILE LUBRICATION



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Gargoyle Mobiloils for engine lubrication are:

Gargoyle Mobiloil "A"  
Gargoyle Mobiloil "B"  
Gargoyle Mobiloil "E"  
Gargoyle Mobiloil Arctic

The Chart below indicates the grade recommended by the Vacuum Oil Company's Board of Engineers. The recommendations cover all models of both passenger and commercial vehicles unless otherwise noted. If your car is not listed in this partial Chart, send for booklet "Correct Lubrication" which lists the correct grades for all cars.

AUTOMOBILES	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	291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How you'll relish every refreshing puff of a Camel cigarette; how Camels unusual flavor will appeal to you without a chance of tiring your taste! Your test will prove Camels the greatest cigarette revelation you ever encountered!

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Camels answer every cigarette desire any smoker ever had. *Prove that yourself*—compare the enjoyment Camels quality and blend so generously provide *with that of any cigarette in the world at any price!*

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